





ATLANTIC OCEAN

WESTERN  
EUROPE



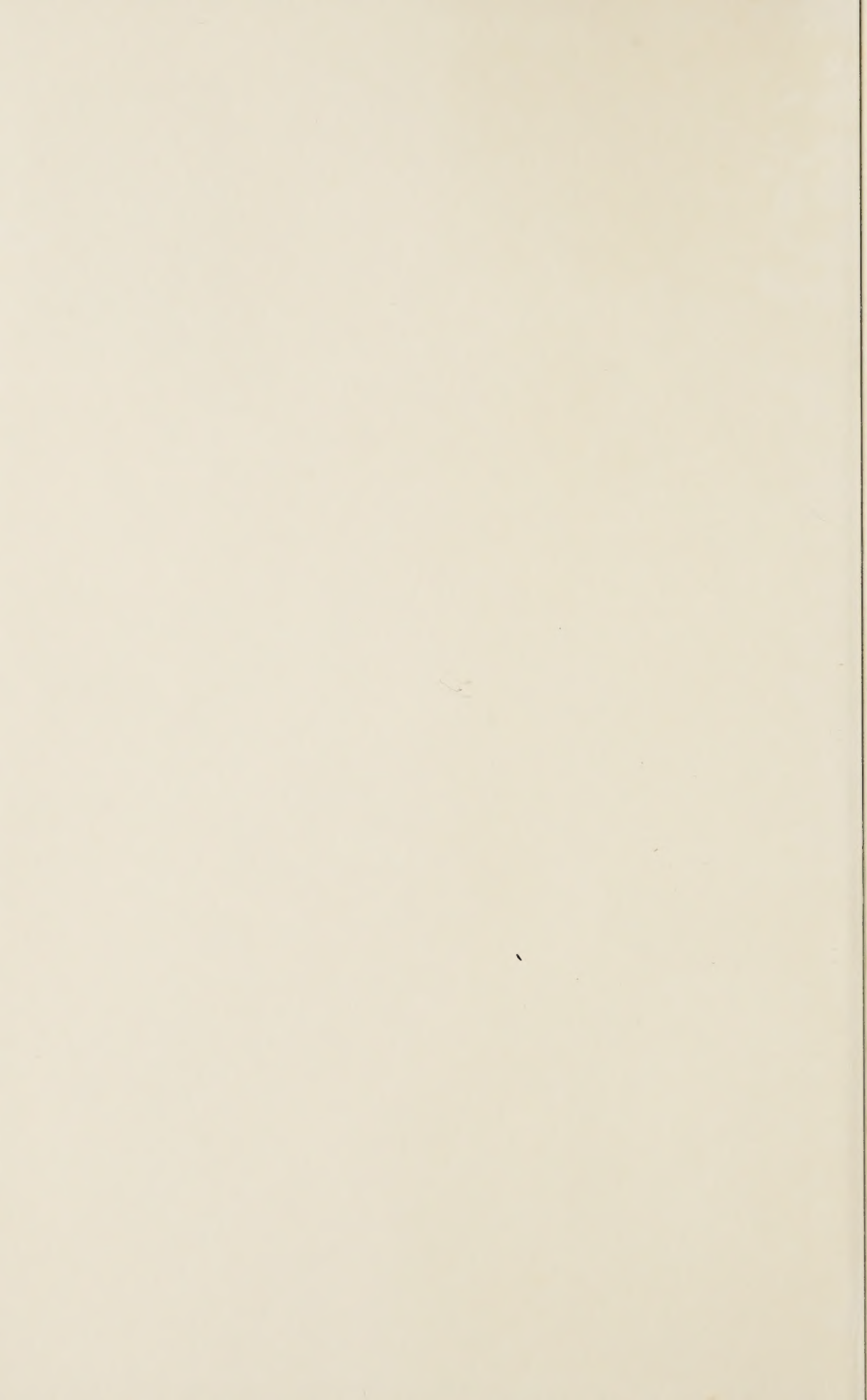




GENEALOGY  
910.4  
B644NA









NORTH ATLANTIC SEAWAY



THE ATLANTIC OCEAN









1949

R.M.S. *Caronia*

34,183 tons

A post-war luxury liner designed primarily for cruising, but also to take part, as required, in the North Atlantic service.

(10-111)

W. & A. LEITCH LTD

frontispiece



# NORTH ATLANTIC SEAWAY

*An illustrated history of the passenger services linking the  
old world with the new*

*by*

N. R. P. BONSOR

*with a foreword by*

A. C. HARDY, B.SC., M.I.N.A.

PRESIDENT OF THE WORLD SHIP SOCIETY

*and illustrations by*

J. H. ISHERWOOD

EXTRA MASTER

T. STEPHENSON & SONS LTD.



PRESCOT . LANCASHIRE



*First published October 1955*

COPYRIGHT RESERVED

*Printed and made in Great Britain by*

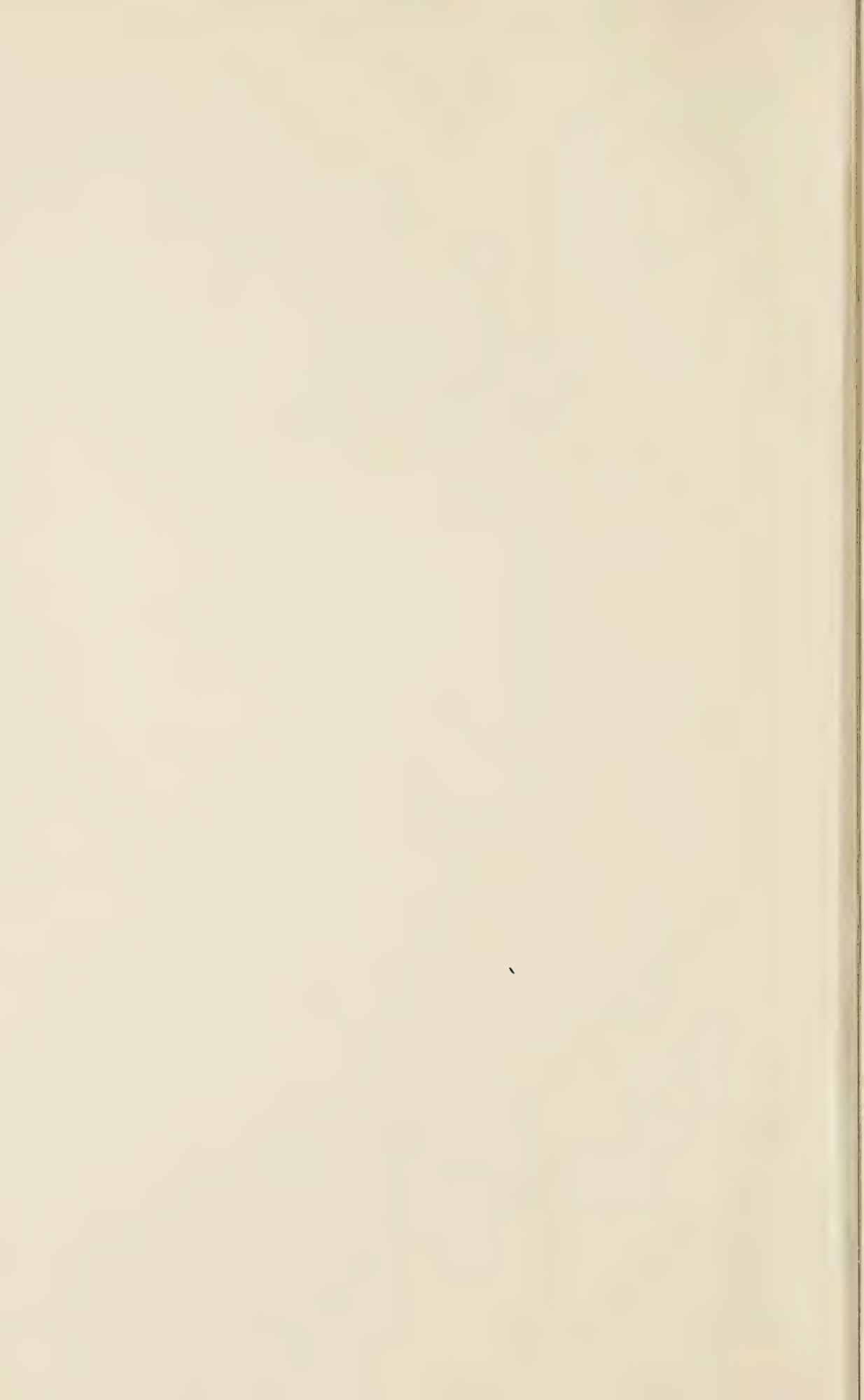
T. STEPHENSON & SONS LTD., PRESCOT, LANCASHIRE



To my wife, Phyllis.

Often patient and tolerant,  
she eventually came to take  
quite an interest!







## CONTENTS

List of Illustrations								PAGE
Explanatory Notes								xiv
Foreword								xv
Introduction								xix
CHAPTER								xxvii
1	1819	s.s. <i>Savannah</i> (U.S.)						1
2	(1825)	American & Colonial Steam Navigation Company						2
3	1833	s.s. <i>Royal William</i>						3
4	1838	s.s. <i>City of Kingston</i>						4
5	1838	British & American Steam Navigation Company						4
6	1838	Great Western Steam Ship Company						8
7	1838	*City of Dublin Steam Packet Company						11
8	1838	Transatlantic Steam Ship Company						11
9	(1838)	s.s. <i>Columbus</i>						12
10	1840	†Cunard Line (British & North American Royal Mail Steam Packet Company) (Cunard Steam Ship Company Limited) (Cunard-White Star Limited)						13
11	1842	s.s. <i>British Queen</i> (Belgian)						48
12	1845	s.s. <i>Marmora</i> (U.S.)						48
13	1845	s.s. <i>Massachusetts</i> (U.S.)						49
14	1845	s.s. <i>Bangor</i> (U.S.)						49
15	1847	s.s. <i>Sarah Sands</i>						50
16	1847	Ocean Steam Navigation Company (U.S.)						50
17	1847	Transatlantic General Steam Packet Company (French) (Heroult & de Handel)						52
18	1848	s.s. <i>United States</i> (U.S.)						53
19	1850	s.s. <i>City of Glasgow</i>						54
20	1850	Collins Line (U.S.) (New York & Liverpool United States' Mail Steam Ship Co.)						55
21	1850	s.s. <i>Viceroy</i>						58
22	1850	*Sloman Line (German)						59
23	1850	New York & Havre Steam Navigation Company (U.S.)						59
24	1850	Inman Line (Liverpool & Philadelphia Steam Ship Company) (Liverpool, New York & Philadelphia Steam Ship Company) (Inman Steamship Company Limited) (Inman & International Steamship Company Limited)						61
25	1851	s.s. <i>Lafayette</i> (U.S.)						71
26	(1851)	New York & Galway Steam Ship Company (U.S.)						72
27	1851	Glasgow & New York Steam Ship Company						72
28	1851	New England Ocean Steamship Company (U.S.)						74
29	1851	s.s. <i>Pioneer</i> (U.S.)						74



CHAPTER		PAGE
30	1851 s.s. <i>City of Pittsburg</i> (U.S.)	75
31	(1851) Proposed service from New York to Genoa (U.S.)	75
32	(1852) Transatlantica (Italian)	76
33	1852 s.s. <i>South Carolina</i> (U.S.)	76
34	1853 Canadian Steam Navigation Company	77
35	1853 s.s. <i>Hansa</i> and <i>Germania</i> (German)	79
36	1854 Clyde Screw Steam Packet Company	80
37	1854 s.s. <i>Sicilia</i> (Italian)	81
38	1854 *General Screw Steam Shipping Company	81
39	1854 s.s. <i>Brandon</i>	82
40	1854 *Allan Line (Montreal Ocean Steam Ship Company) (Allan Line Steamship Company Limited)	83
41	1855 *Vanderbilt Line (U.S.) (Vanderbilt European Line)	104
42	1855 s.s. <i>Ericsson</i> (U.S.)	106
43	1856 Compagnie Transatlantique Belge (Belgian) (Belgian Royal Mail Steam Navigation Company) (Belgian Transatlantic Steam Navigation Company)	107
44	1856 Compagnie Franco-Américaine (French)	108
45	1856 s.s. <i>Brenda</i>	110
46	1856 †*Hamburg Amerikanische Paketfahrt Aktien Gesellschaft (German) (Hamburg Amerika Linie—"Hapag") (Hamburg American Line)	111
47	1856 Liverpool, Newfoundland & Halifax Steam Navigation Company	136
48	1856 †Anchor Line (Handysides & Henderson) (Handyside & Henderson) (Henderson Brothers) (Anchor Line (Henderson Brothers) Limited) (Anchor Line (1935) Limited) (Anchor Line Limited)	136
49	1857 North Atlantic Steam Navigation Company	158
50	1857 European & American Steam Shipping Company	159
51	1857 London & Canada Steamship Line	160
52	1858 Galway Line (Atlantic Steam Navigation Company) (Atlantic Royal Mail Steam Navigation Company)	160
53	1858 †*Norddeutscher Lloyd (North German Lloyd) (German)	167
54	1858 British & Irish Transatlantic Steam Packet Company	192
55	1860 North Atlantic Steamship Company (U.S.)	192
56	1860 Great Ship Company	193
57	1863 Guion Line (or "Guion & Co's Line")	196
58	1863 British & American Southern Steam Navigation Company (British & American Steam Navigation Company)	198
59	1863 London & New York Steamship Line	199
60	1863 National Line (National Steam Navigation Company Limited) (National Steamship Company Limited)	201
61	1864 †*Compagnie Générale Transatlantique (French Line) (French)	207



CHAPTER			PAGE
62	1864	British Colonial Steamship Company; Temperley Line .....	223
63	1865	†*Warren Line .....	226
		(George Warren & Company)	
		(White Diamond Steamship Company Limited)	
		(George Warren & Company (Liverpool) Limited)	
		(Warren Line (Liverpool) Limited)	
		(Johnston-Warren Lines Limited)	
		(Furness-Warren Line)	
64	1865	Baltimore & Liverpool Steamship Company (U.S.) .....	233
65	1865	North American Lloyd (U.S.) .....	234
66	1866	United States & United Kingdom Steamship Line .....	235
67	1866	Guion Line .....	235
		(Liverpool & Great Western Steamship Company Limited)	
68	1867	New York & Bremen Steamship Company (U.S.) .....	240
69	1867	American Steamship Company (U.S.) .....	241
70	1869	Liverpool & Charleston Steamship Line .....	242
71	1870	Milford Line .....	242
72	1870	Dominion Line .....	243
		(Liverpool & Mississippi Steamship Company)	
		(Mississippi & Dominion Steamship Company Limited)	
		(British & North Atlantic Steam Navigation Company Ltd.)	
		(White Star-Dominion Line Joint Service)	
73	1871	†*White Star Line .....	253
		(Oceanic Steam Navigation Company Limited)	
74	1871	Norse American Line (Norwegian) .....	271
75	1871	Great Western Steamship Line .....	272
76	1872	Liverpool & Montreal Steamship Line .....	274
77	1872	Baltischer Lloyd (German) .....	275
78	1872	*White Cross Line (Belgian) .....	276
79	1872	State Line .....	279
		(State Steamship Company Limited)	
80	(1872)	Victoria Line .....	282
81	1872	South Wales Atlantic Steamship Company .....	282
82	1872	Plate, Reuchlin & Co. (Dutch) .....	283
83	1873	Red Star Line .....	284
		(Société Anonyme de Navigation Belge-Américaine (Belgian) )	
		(International Navigation Company (of Philadelphia) (U.S.))	
		(International Navigation Company (of New Jersey) (U.S.))	
		(International Mercantile Marine Company (U.S.))	
		(International Navigation Company Limited (of Liverpool) )	
		(Frederick Leyland & Company Limited)	
84	1873	†Nederlandsch-Amerikaansche Stoomvaart Maatschappij (Dutch) .....	294
		(Holland America Line)	
85	1873	American Line (U.S.) .....	307
		(American Steamship Company (U.S.))	
		(International Navigation Company (of Philadelphia) (U.S.))	
		(International Navigation Company (of New Jersey) (U.S.))	
		(International Mercantile Marine Company (U.S.))	
		(International Navigation Company Limited (of Liverpool) )	
86	1873	Deutsche Transatlantische Dampfschiffahrts Gesellschaft (Adler Linie—Eagle Line) (German) .....	319
87	1874	*Hughes Line .....	320



CHAPTER			PAGE
88	1875	†*Wilson Line (Thomas Wilson, Sons & Company) (Thomas Wilson, Sons & Company Limited)	321
89	1875	*Beaver Line (Canada Shipping Company Limited) (Beaver Line Associated Steamers Limited)	326
90	1875	*Engels Line (Belgian)	330
91	1876	*Leyland Line (Frederick Leyland & Company Limited) (Frederick Leyland & Company (1900) Limited)	332
92	1877	Boston, London & Antwerp Steamship Line (Belgian)	337
93	1877	*I. & V. Florio (Italian)	338
94	1878	†*Donaldson Line (Donaldson Brothers) (Donaldson Line Limited) (Anchor-Donaldson Limited) (Donaldson Atlantic Line Limited)	341
95	1878	†Furness Line (Thomas Furness & Company) (Christopher Furness) (Furness, Withy & Company Limited) (“Furness-Warren Lines”)	349
96	1878	Mediterranean & New York Steamship Company	360
97	1879	*Adamson & Ronaldson Line; 1888 Puritan Line	361
98	1879	King Line of Steamers (Wm. Ross & Company)	364
99	1879	Thistle Line of Steamers (W. H. Ross & Company)	365
100	1880	Dampskibs Selskabet “Thingvalla” (Thingvalla Line) (Danish)	366
101	1880	*Monarch Line (Royal Exchange Shipping Company Limited)	368
102	1880	†*Koninklijke Nederlandsche Stoomboot Maatschappij (Dutch) (Royal Netherlands Steamship Company)	369
103	1881	Compagnie Bordelaise de Navigation à Vapeur (French)..... (Bordeaux Line)	371
104	1881	Carr Line (German)	372
105	1881	Navigazione Generale Italiana (Italian)	373
106	1881	†*Fabre Line (French) (Compagnie Française de Navigation à Vapeur Cyprien Fabre & Cie) (Compagnie Générale de Navigation à Vapeur) (Compagnie de Navigation Cyprien Fabre)	382
107	1882	Atlantic Transport Line (Atlantic Transport Company Limited (British) ) (Atlantic Transport Company of West Virginia (U.S.))	387
108	1882	*Lloyd Austriaco (Austrian Lloyd) (Austrian)	396
109	1882	Compagnie Commerciale de Transports à Vapeur (French)	397
110	1882	Société Postale Française de l'Atlantique (French)	397
111	1883	Twin Screw Line (Hill Line)	398
112	1883	†*Union Steamship Company	400
113	1883	Halifax Steam Navigation Company.....	401
114	1885	†*Empresa Insulana de Navegação (Portuguese)	402
115	1886	*Compagnie Nationale de Navigation (French)	403
116	1886	Huntington Line	404

CHAPTER			PAGE
117	1887	Wilson-Hill Line .....	405
118	1890	†*Elder Dempster Line .....	406
		(African Steamship Company)	
		(British & African Steam Navigation Company Limited)	
		(Elder, Dempster & Company)	
		(Ocean Transport Company Limited)	
		(Beaver Line of Steamers—Elder, Dempster & Co.)	
		(Elder Dempster Shipping Limited)	
119	1891	Canada & Newfoundland Steamship Line .....	418
120	1896	Wilson's & Furness-Leyland Line Limited .....	419
121	1897	†*Prince Line .....	422
122	1898	†*Skandinavien-Amerika Linien (Scandinavian American Line)	423
		(Det Forenede Dampskibs-Selskab (Danish) )	
		(United Steamship Company Limited)	
123	1898	Canadian Steamship Company .....	426
124	1900	†*Compañía Trasatlantica Española (Spanish) .....	427
		(Compañía Trasatlantica)	
125	1901	*"La Veloce" Navigazione Italiana (Italian) .....	433
126	1903	†*Canadian Pacific .....	436
		(Canadian Pacific Railway Company)	
		(Canadian Pacific Ocean Services Ltd. (C.P.O.S.))	
		(Canadian Pacific Steamships Limited)	
127	1903	Unione Austriaca di Navigazione (Austrian) .....	453
		(Austro-Americana)	
128	1905	"Lloyd Italiano" Società di Navigazione (Italian) .....	456
129	1906	Zotti Line (Frank Zotti Steamship Company) (U.S.) .....	457
130	1906	*Russian Volunteer Fleet (Russian) .....	458
131	1906	Russian American Line (Russian) .....	459
		(Russian East Asiatic Steamship Company)	
132	1907	"Lloyd Sabaudo" Società Anonima di Navigazione (Italian)	462
133	1907	*D. G. Moraitis (Greek) .....	465
134	1907	Sicula Americana (Italian) .....	465
		("Sicula Americana" Società di Navigazione)	
		("Sicula Americana" Società di Navigazione & Imprese Marittime)	
135	1908	New York & Continental Line .....	468
136	1908	*"Italia" Società Anonima di Navigazione (Italian).....	469
137	1908	Hellenic Transatlantic Steam Navigation Company (Greek)	471
138	1909	National Steam Navigation Company of Greece (Greek); Byron Line (British) .....	472
139	1909	*Thomson Line .....	475
140	1910	Canadian Northern Steamships Limited (Royal Line) .....	477
141	1910	Uranium Steamship Company .....	478
142	1913	†Den Norske Amerikalinje A/S (Norwegian) .....	480
		(Norwegian America Line)	
143	1915	*"Transatlantica Italiana" Società Anonima di Navigazione (Italian) .....	483
144	1915	†Svenska Amerika Linien (Swedish American Line) (Swedish) (Rederiaktiebolaget Sverige-Nordamerika) (Aktiebolaget Svenska Amerika Linien)	484
145	1917	"Transoceanica" Società Italiana di Navigazione (Italian) .....	487
146	1919	†American Export Lines (U.S.) .....	488
		(Export Steamship Corporation)	



CHAPTER			PAGE
147	1920	*"Cosulich" Società Triestina di Navigazione (Italian)	491
148	1920	†*Ward Line (U.S.)	493
149	1920	†*Compañía Trasmediterranea (Spanish)	494
150	1920	Baltic Steamship Corporation of America (U.S.)	494
151	1920	United States Mail Steamship Company Inc. (U.S.)	495
152	1920	Polish American Navigation Corporation (U.S.)	498
153	1920	Ottoman-America Line (Turkish)	498
154	1921	Baltic American Line (Danish)	499
155	1921	*Transportes Marítimos do Estado (Portuguese)	500
156	1921	United American Lines (U.S.) (Panamanian)	501
157	1921	†*Royal Mail Steam Packet Company	504
158	1921	†United States Lines (U.S.) (United States Shipping Board) (United States Lines Inc. (of Delaware) ) (United States Lines Company (of Nevada) ) (United States Lines Company (of New Jersey) )	507
159	1921	Polish Navigation Company (U.S.)	518
160	1922	*Navigazione Libera Triestina (Italian)	519
161	1922	New York-Naples Steamship Company (U.S.)	520
162	1924	*Dollar Steamship Line; †American President Lines (U.S.)	521
163	1924	American Merchant Lines (U.S.)	524
164	1927	†American Scantic Line (U.S.)	524
165	1930	Gdynia-Amerika Linje Zeglugowe Spolka (Polish) (Polskie Transatlantyczne Towarzystwo Okretowe) †(Polskie Linje Oceaniczne (Polish Ocean Lines))	526
166	1931	Baltimore Mail Steamship Company (U.S.)	528
167	1931	*Bernstein Line (German) (Arnold Bernstein Reederei) (Bernstein (Red Star) Line)	529
168	1932	†Italia Line (Italian) ("Italia"—Flotte Riunite Cosulich-Lloyd Sabaudo-N.G.I.) ("Italia" Società Anonima di Navigazione) ("Italia" Società per Azioni di Navigazione)	531
169	1939	†Greek Line (Greek) (General Steam Navigation Company of Greece (Greek) ) (Compañía Marítima del Este S.A. (Panamanian) ) (Transatlantic Shipping Corporation (Liberian) )	535
170	1946	†*Det Østasiatiske Kompagni (East Asiatic Company) (Danish)	537
171	1947	†Jugoslavenska Linijska Plovidba (Yugoslav Line) (Yugoslavian)	538
172	1948	†*Khedivial Mail Line (Egyptian)	539
173	1949	†*Home Lines (Panamanian)	540
174	1950	†Ingres Compañía de Navegación (Ingres Line) (Panamanian)	542
175	1952	†Arosa Line (Panamanian) (Compañía Internacional Transportadora)	543
176	1953	†*Zim Lines (Israeli) (Zim Israel Navigation Company Limited)	545
177	1953	†*Flotta Lauro (Lauro Line) (Italian)	546
178	1953	†*Oranje Lijn (Orange Line) (Dutch)	546
179	1954	†*"Sitmar" (Società Italiana Trasporti Marittimi) (Italian)	547
180	1955	†National Hellenic American Line (Greek)	548

CHAPTER	PAGE
181 1955 †Europe-Canada Line (German)	549
182 1957 †Danmark Amerika Linien (Denmark America Line) (Danish)	549
Addenda	550
Corrigenda	552
Appendix A "The Changing Silhouette"—150 scale drawings by J. H. ISHERWOOD	553
Appendix B Shipbuilders, Past and Present	585
Appendix C Record Passages—"The Blue Riband of the North Atlantic"	590
Appendix D "Firsts" and "Lasts"	594
Appendix E North Atlantic passenger services operating in 1955	600
Index of Companies	601
Index of Ships	607

Dates in brackets indicate that the company was projected but did not start operations.

† Denotes that the company is still in existence, but not necessarily under exactly the same name. Some are no longer engaged in the North Atlantic trade.

\* Denotes that the company started operations at an earlier date—with sailing ships on the North Atlantic, or on other routes; or with steamships, in nearly all cases on other routes.

Where nationality is not shown, the company is British.



## LIST OF ILLUSTRATIONS

### PLATES

	FACING PAGE		FACING PAGE
<i>Albert Ballin</i> (1923) .....	81	<i>Leviathan</i> (1914) .....	480
<i>America</i> (1940) .....	481	<i>Liberté</i> (1930) .....	177
<i>Arosa Star</i> (1931) .....	337	<i>Maasdam</i> (1951) .....	257
<i>Augustus</i> (1927) .....	320	<i>Majestic</i> (1922) .....	240
<i>Batory</i> (1936) .....	417	<i>Manhattan</i> (1932) .....	480
<i>Britannic</i> (1930) .....	241	<i>Mauretania</i> (1939) .....	17
<i>Caronia</i> (1949).....	<i>frontispiece</i>	<i>Media</i> (1947) .....	80
<i>Champlain</i> (1932) .....	161	<i>Newfoundland</i> (1948).....	241
<i>City of Rome</i> (1881) .....	96	<i>New York</i> (1927) .....	81
<i>Columbus</i> (1924) .....	97	<i>Nieuw Amsterdam</i> (1938) .....	256
<i>Conte Grande</i> (1928) .....	320	<i>Normandie</i> (1935) .....	xix, 176
<i>Conte di Savoia</i> (1932) .....	321	<i>Olympia</i> (1953) .....	417
<i>Cristoforo Colombo</i> (1954) .....	336	<i>Oslofjord</i> (1949) .....	416
<i>Empress of Australia</i> (1924) .....	401	<i>Ottawa</i> (1875) .....	16
<i>Empress of Britain</i> (1931) .....	400	<i>Parthia</i> (1870) .....	16
<i>Empress of France</i> (1928) .....	401	<i>Queen Elizabeth</i> (1940) .....	xix, 33
<i>Empress of Scotland</i> (1930) .....	400	<i>Queen Mary</i> (1936) .....	xix, 32
<i>Europa</i> (1930) .....	97	<i>Rex</i> (1932) .....	321
<i>Flandre</i> (1952) .....	177	<i>Ryndam</i> (1951) .....	257
<i>Franconia</i> (1923) .....	17	<i>Saturnia</i> (1927) .....	336
<i>Great Eastern</i> (1860) .....	xviii	<i>Saxonia</i> (1954) .....	80
<i>Guadalupe</i> (1953) .....	337	<i>Statendam</i> (1929) .....	256
<i>Homeric</i> (1922) .....	240	<i>Transylvania</i> (1925) .....	96
<i>Île de France</i> (1927) .....	161	<i>United States</i> (1952) .....	496
<i>Independence</i> (1951) .....	481	<i>Vanderbilt</i> (1857) .....	160
<i>Kungsholm</i> (1953) .....	416	<i>Ville du Havre</i> (1866).....	160

Several of the above vessels, together with other famous North Atlantic liners, also appear in two photographs taken at New York in 1939 and 1953 respectively. These will be found facing page 497.

The references at the end of each caption indicate the number of the chapter relating to the particular ship, followed by the number in the fleet list of that chapter.

### DRAWINGS

	PAGE		PAGE
<i>Adriatic</i> (1857) .....	557	<i>Atlantic</i> (1850) .....	555
<i>Adriatic</i> (1907) .....	576	<i>Augusta Victoria</i> (1889) .....	567
<i>Alaska</i> (1882) .....	564	<i>Aurania</i> (1883) .....	565
<i>Alps</i> (1853) .....	555	<i>Ausonia</i> (1911) .....	579
<i>Alsatian</i> (1914) .....	582	<i>Batavia</i> (1870) .....	560
<i>America</i> (1884) .....	565	<i>Bavarian</i> (1899) .....	569
<i>Amerika</i> (1905) .....	574	<i>Belgenland</i> (1923) .....	584
<i>Amérique</i> (1874) .....	562	<i>Bergensfjord</i> (1913) .....	581
<i>Andania</i> (1913) .....	581	<i>Blücher</i> (1902) .....	572
<i>Anglia</i> (1870) .....	560	<i>Bothnia</i> (1874) .....	563
<i>Aquitania</i> (1914) .....	582	<i>Bremen</i> (1858) .....	557
<i>Arabia</i> (1853) .....	555	<i>Britannia</i> (1840) .....	554
<i>Arabic</i> (1903) .....	573	<i>Britannia</i> (1863) .....	558
<i>Arago</i> (1855) .....	556	<i>Britannic</i> (1874) .....	562
<i>Ascania</i> (1911) .....	579	<i>British Queen</i> (1839) .....	554
<i>Asia</i> (1850) .....	555	<i>Caledonia</i> (1905) .....	574

## LIST OF ILLUSTRATIONS

XV

	PAGE		PAGE
<i>California</i> (1907)	577	<i>Lake Ontario</i> (1887)	566
<i>Cameronia</i> (1911)	580	<i>Liverpool</i> (1838)	554
<i>Cameronia</i> (1921)	583	<i>Ludgate Hill</i> (1883)	565
<i>Campania</i> (1893)	567	<i>Lusitania</i> (1907)	577
<i>Canada</i> (1876)	563	<i>Manhattan</i> (1866)	559
<i>Canada</i> (1896)	567	<i>Megantic</i> (1909)	579
<i>Canada</i> (1912)	581	<i>Metagama</i> (1915)	583
<i>Canadian</i> (1854)	556	<i>Minnehaha</i> (1900)	570
<i>Carmania</i> (1905)	575	<i>Montclare</i> (1922)	584
<i>Caspian</i> (1870)	561	<i>Moravian</i> (1864)	559
<i>China</i> (1862)	558	<i>New York</i> (1903)	573
<i>Circassia</i> (1878)	563	<i>Nieuw Amsterdam</i> (1906)	575
<i>City of Berlin</i> (1875)	563	<i>Noordland</i> (1883)	565
<i>City of Brussels</i> (1869)	560	<i>Nova Scotian</i> (1873)	562
<i>City of Chester</i> (1873)	562	<i>Oceanic</i> (1871)	561
<i>City of Glasgow</i> (1850)	555	<i>Oceanic</i> (1899)	569
<i>City of London</i> (1863)	559	<i>Ohio</i> (1873)	562
<i>City of Montreal</i> (1872)	561	<i>Olympic</i> (1911)	580
<i>City of New York</i> (1888)	566	<i>Panama</i> (1866)	559
<i>City of Paris</i> (1866)	559	<i>Parisian</i> (1881)	564
<i>City of Rome</i> (1881)	564	<i>Parisian</i> (1899)	569
<i>City of Washington</i> (1856)	556	<i>Parthia</i> (1870)	561
<i>Columbia</i> (1902)	572	<i>Patria</i> (1914)	582
<i>Connaught</i> (1860)	557	<i>Pennsylvania</i> (1897)	568
<i>Corsican</i> (1907)	577	<i>Persia</i> (1856)	556
<i>Czar</i> (1912)	581	<i>President</i> (1840)	554
<i>Derfflinger</i> (1908)	578	<i>Presidente Wilson</i> (1920)	583
<i>Deutschland</i> (1900)	570	<i>Principe di Udine</i> (1908)	578
<i>Egypt</i> (1871)	561	<i>Prinz Friedrich Wilhelm</i> (1908)	578
<i>Empress of Britain</i> (1906)	575	<i>Re d'Italia</i> (1907)	576
<i>Etruria</i> (1885)	566	<i>Regina</i> (1922)	584
<i>Europa</i> (1848)	555	<i>Republic</i> (1903)	574
<i>Europa</i> (1867)	560	<i>Rhyndland</i> (1879)	563
<i>France</i> (1912)	580	<i>Rijndam</i> (1901)	572
<i>Franconia</i> (1911)	579	<i>Royal George</i> (1910)	579
<i>Furnessia</i> (1881)	564	<i>Royal William</i> (1833)	554
<i>Gallia</i> (1879)	563	<i>Royal William</i> (1838)	554
<i>George Washington</i> (1909)	578	<i>Russia</i> (1867)	560
<i>Gothland</i> (1907)	578	<i>St. Paul</i> (1895)	567
<i>Grampian</i> (1907)	577	<i>Saxonia</i> (1900)	570
<i>Great Britain</i> (1845)	554	<i>Scotia</i> (1862)	558
<i>Great Eastern</i> (1860)	558	<i>Scythia</i> (1921)	583
<i>Great Western</i> (1838)	554	<i>Servia</i> (1881)	564
<i>Grosser Kurfürst</i> (1899)	569	<i>Sirius</i> (1838)	554
<i>Hammonia</i> (1856)	556	<i>Smolensk</i> (1906)	576
<i>Hanoverian</i> (1902)	573	<i>Teutonic</i> (1889)	567
<i>Havel</i> (1891)	567	<i>Transylvania</i> (1914)	582
<i>Hibernian</i> (1861)	558	<i>United Kingdom</i> (1859)	557
<i>Hibernian</i> (1884)	566	<i>Vaderland</i> (1873)	562
<i>Hudson</i> (1858)	557	<i>Vancouver</i> (1884)	566
<i>Humboldt</i> (1851)	555	<i>Vanderbilt</i> (1857)	556
<i>Imperator</i> (1913)	581	<i>Victorian</i> (1905)	574
<i>John Bell</i> (1859)	557	<i>Washington</i> (1847)	555
<i>Kaiser Friedrich</i> (1898)	568	<i>Washington</i> (1864)	559
<i>Kaiser Wilhelm der Grosse</i> (1897)	568	<i>Washington</i> (1868)	560
<i>Kronprinz Wilhelm</i> (1901)	571	<i>Werra</i> (1882)	565
<i>Kronprinzessin Cecilie</i> (1907)	576	<i>Westernland</i> (1883)	565
<i>La Bourgogne</i> (1886)	566	<i>Wyoming</i> (1870)	561
<i>La Savoie</i> (1901)	571	<i>Zeeland</i> (1901)	571



## EXPLANATORY NOTES

## FLEET LISTS

(Abbreviations used)

*Examples:—*

1. 1840<sup>1</sup> *Britannia*<sup>2</sup>  
1,135.<sup>3</sup> 207 × 34.<sup>4</sup> C-1-3.<sup>5</sup> W-P-SL2-9<sup>6</sup> (Duncan)<sup>7</sup>
21. (1923)<sup>1</sup> *Belgenland*<sup>2</sup>  
27,132.<sup>3</sup> 670 × 78.<sup>4</sup> 3-2-C.<sup>5</sup> 3S-T8&ST-17<sup>6</sup> (Harland & Wolff)<sup>7</sup>

<sup>1</sup> DATE

Date of maiden voyage on North Atlantic.

(Dates in brackets indicate that the ship had been in previous employment—not necessarily for the same owners or under the same name.)

<sup>2</sup> NAME OF SHIP

Where (c) ("chartered") follows the name this should not necessarily be used in the literal sense. In some cases ships so noted were "managed", "loaded on the berth", etc. (NOTE: In the numbering of ships, chartered vessels are distinguishable by "a", "b", etc.).

(M/S) after the name indicates motor ship.

<sup>3</sup> GROSS TONNAGE

NOTE: Gross tonnage is the cubic capacity of the permanently enclosed space of the ship (*i.e.*, hull, superstructure, deckhouses, etc.) calculated on the basis of 100 cubic feet being equal to one gross ton.

It frequently happens that the gross tonnage of a ship alters many times during her lifetime. As far as possible the figures shown are those at the time of completion. Important changes of tonnage are often specially mentioned. At the present time anomalies frequently exist between the tonnage quoted by *Lloyd's Register* and by the owning line.

<sup>4</sup> DIMENSIONS

Length in feet between perpendiculars (B.P.). Beam in feet.

(NOTE: In the vast majority of cases these details have been taken from *Lloyd's Register*, but discretion has been used in a number of cases, both old and new.)<sup>5</sup> APPEARANCE

(Type of bow.) Number of funnels. Number of masts. (Type of stern.)

C=Clipper bow

S=Straight bow

(This information is usually omitted after about 1900.)

(NOTE: Where the number of funnels and masts is followed by "C", this indicates that the ship had a cruiser stern.)

<sup>6</sup> CONSTRUCTION AND PROPULSION

W=Wood

I=Iron

S=Steel

P=Paddle

S=Screw; 2S=Twin-screw; etc.

B=Beam engines

C=Compound engines

D=Diagonal engines

DE=Diesel-electric engines

(Where this information is omitted—usually after about 1900—the ship was built of steel.)

G=Geared engines  
 H=Horizontal engines  
 HT=Horizontal trunk engines  
 I=Inverted engines  
 O=Oscillating engines  
 Q=Quadruple-expansion engines  
 SL=Side lever engines

ST=Steam turbines  
 ST(SR)=Steam turbines (single-reduction)  
 ST(DR)=Steam turbines (double-reduction)

T=Triple-expansion engines  
 T&ST=Combination of reciprocating engines and steam turbines

2SC.DA=Two stroke double-acting engines (motor ships)

4SC.SA=Four stroke single-acting engines (motor ships)

NOTE: The number immediately following the letter(s) denoting the type of engines indicates the total number of cylinders—e.g. C2; T6; Q8. Thus, a twin-screw ship shown as "Q8" had two sets of quadruple-expansion engines, each with four cylinders. All steam reciprocating engines not shown as C, T or Q are single-expansion.

Service speed (in knots).

#### 7 NAME OF BUILDER

(For alphabetical list of shipbuilders see Appendix B.)

#### SHIP'S ACTIVITIES

1955 (5/1)=1955 (5th January).

M/V=Maiden voyage.

F/V=First voyage (*i.e.* on that particular route or for that particular company).

L/V=Last voyage.

The number in brackets following details of the loss of a ship indicates the number of fatal casualties.

NOTE: The principal activities of a ship are usually repeated even if the ship, whether under the same or a different name, appears in more than one fleet list, but minor details are usually shown only in the fleet list to which they are applicable. To obtain the fullest information it is often necessary, therefore, to refer to more than one fleet list, particularly where the abbreviation "(q.v.)" has been inserted.

#### FUNNELS AND HOUSEFLAGS

Houseflags have been divided into five principal shapes, namely:—

- (1) Flag—rectangular.
- (2) Burgee—as (1) except for a "swallow-tail" at fly.
- (3) Pennant—triangular.
- (4) Long pennant—as (3) but longer.
- (5) Swallow-tailed pennant—as (3) but with a "swallow-tail" at fly.

NOTE: Unless otherwise stated, the houseflags described at the end of many of the chapters are "flags" (1).

#### SPELLING—ITALIAN LINES

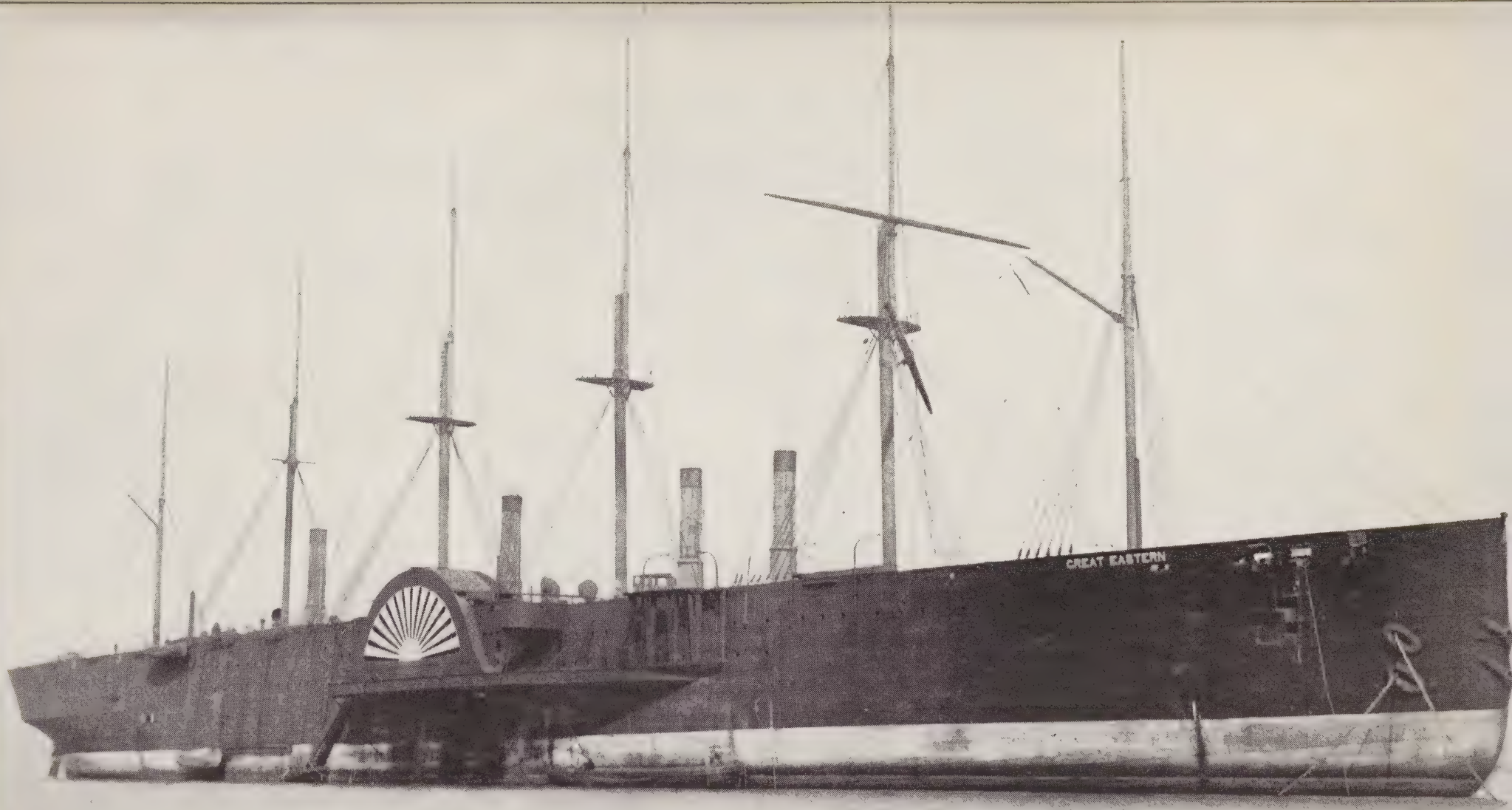
There has often been confusion in the spelling of the names of the Italian lines, particularly in the case of the adjectives "ITALIANA", "ITALIANO", "TRIESTINA" and "TRIESTINO". The explanation is simple—the final "a" is feminine; the final "o" masculine.

The noun "LLOYD" is masculine, but "NAVIGAZIONE" and "TRANSATLANTICA" are feminine. It therefore follows that the correct titles are:—

LLOYD ITALIANO  
 LLOYD TRIESTINO  
 NAVIGAZIONE GENERALE ITALIANA  
 NAVIGAZIONE LIBERA TRIESTINA  
 TRANSATLANTICA ITALIANA







1860

*Great Eastern*

18,915 tons

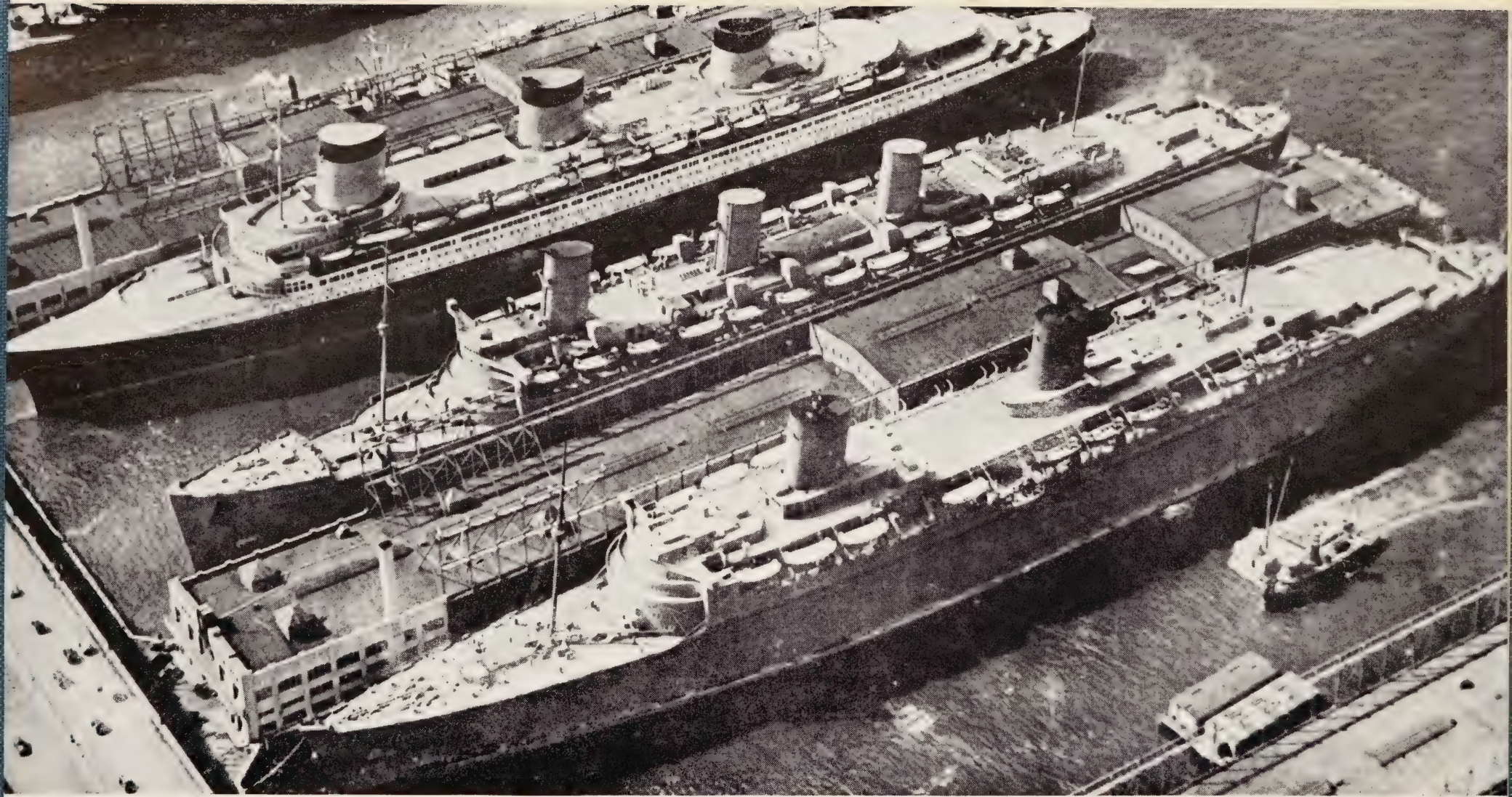
A hitherto unpublished photograph taken towards the end of her existence by the author's father. Note the absence of paddle wheels and of the fifth funnel which was removed prior to her cable-laying activities.

(56-1)

R. G. BONSOR

*facing page xviii*





*Normandie, Queen Mary and Queen Elizabeth*

This unusual aerial photograph was taken at New York in 1940—the only occasion when the three largest liners ever built were in harbour together. The *Normandie* was destined never to sail again. She was gutted by fire while being fitted out as a troopship after having been taken over by the U.S. Government. The entry of the United States into the war greatly enhanced the value of the two “Queens” to the Allied cause. Between them they carried 320,000 of the 865,000 American troops landed in the United Kingdom. (61-47, 10-106, 10-108)



## FOREWORD

### THE CLOSE OF A GRAND PHASE IN SHIPPING HISTORY

*by*

A. C. HARDY, B.SC., M.I.N.A.

IT is perhaps significant that a start should be made on the writing of this foreword to Bonsor's book, *NORTH ATLANTIC SEAWAY*, in a Boeing Stratocruiser 19,000 feet above the Atlantic, headed eastward from Idlewild Airport, New York, to London Airport. The aircraft represents contemporary luxury flying; it has its own lounge and downstairs bar—or should we call it "'tween-deck" bar? Deft stewards have just served a dinner which would be no disgrace to the cuisine of the transatlantic liners, memories of which Bonsor revives in this book.

There is nostalgia in reading, in the manuscript, of the pioneers, the mid-age ships, and finally of those, some already veterans, which are still engaged in the transatlantic business. Are we right in the assumption that the Boeing Stratocruisers, which in themselves are at an era of evolution corresponding roughly to the transatlantic era of the late '80's, will eventually close the page on a chapter in the history of ocean navigation which has contributed so much to naval architecture and marine engineering, as well as to the evolution of aesthetic travel? My guess, as a fairly seasoned traveller, is that nothing will put paid to water transport of passengers and goods, but that the Stratocruisers of the future are likely to alter the whole face of transatlantic passenger liner design and construction. As one who in recent years has had a good deal to do with that delicate art, I would say that no one deplores the passing of the old luxury days more than I, but no one is more conscious of the fact that we must plan for a democratic to-morrow.

Before surveying some technical points in the evolution of the transatlantic liner since the turn of the century, it is interesting, therefore, to invite the reader to take a quick peep at the tendencies of the present day. What follows will do no more than bring into sharp relief the features which lie within the numerous chapters this book contains. It is in fact an insult to call it a book. It is a *work* in every sense of the word; a life work and a labour of love, and for that reason it is an excellent work. Bonsor takes us back to the days when crossing the Atlantic by water was almost as much an adventure as crossing it by air in the days of the pioneers Alcock and Whitten Brown, and Lindbergh. It is a story of the way in which weapons



forged by the dire experience of storm, iceberg and sea peril have been gradually adapted by the naval architect or the marine engineer and employed by the shipmaster. The result is that to-day "unsinkable", which, alas, was ill-employed in the case of the ill-fated *Titanic*, is now something more than a phrase. As this is being written, serious consideration is being given to the elimination of lifeboats altogether from passenger ships and their substitution by automatically inflatable rubber dinghies. We are in measurable sight of automatic crewless engine rooms, of the vesting of the whole control of the ship, propulsive and navigational, in one large control console on what used to be called the navigating bridge. The transatlantic ship of tomorrow is virtually all-enclosed and air-conditioned. We might even, to borrow an airman's term, say "pressurised".

Though, as Bonsor says in his first chapter, the steam conquest of the Atlantic was not fully achieved until 1838, he takes us back to the early individual attempts from 1819 onwards. Even in 1838 sail was easily the predominant method of ship propulsion, though paddle was beginning to find increasing favour. The era of sail was one which has been described very aptly as a period when the engine room was above the main deck, and even greater subtlety was required to control and manoeuvre the sails than was the case in manoeuvring the clumsy machines which characterised the early days of power propulsion. The wind was fickle, its force and direction unpredictable; the steam supply from the earliest boilers was by no means constant in pressure, and depended upon the quality of manpower putting the fuel into the boilers as much as upon the skill of those operating the throttle. So it is not surprising that steam giving propulsion to a ship's hull via paddles was at the onset regarded merely as auxiliary to sail. Indeed, this idea persisted in ships of all kinds until well after the turn of the century. In fact even up to the beginning of the First World War there were many ships of cargo-carrying type square rigged on at least one mast. The four-masted schooner-rig in transatlantic liners which characterised the beautiful White Star ships of *Celtic* class was as much a direct survival from the old days of masts and yards as convenient equipment for cargo handling. We may reflect, too, that the dominant position which the derrick, the winch and the mast occupy in cargo operations even today is a direct result of the fact that the earliest transatlantic liners were sail-propelled with auxiliary steam, the yards being cockbilled to remove the cargo from the holds. The illustrations which accompany this work will give the reader a fairly accurate impression of the date when sail began to disappear.

The paddle-propelled transatlantic liner had disappeared well before the turn of the century, and it is from its disappearance that we can measure most of the technical developments to be found in ships of the present day.

With the advent of screw propulsion and propeller shafts driven by vertical steam reciprocating engines, having cylinder,

piston, piston rod, crosshead, connecting rod and crank, and capable of being directly reversed; and with boilers so constructed that higher and higher steam pressures were possible, it was quite clear that no further use was to be found for sail, though, as mentioned, it was retained for some time "just in case".

At this period of changeover, incidentally, "the electric light", as it was called, was just beginning to make its presence felt, though many ships were still lit either by oil lamps, or in the case of passenger ships sometimes by candles. Electricity was generated by small, modest, steam-driven generator sets, situated naturally near the boiler to take advantage of full steam pressure. For the same reason the main reciprocating engine, or engines, were situated near the boiler in a compartment known as the engine room. This accident of convenience is responsible for the fact that even to-day, over half a century later, the auxiliary power plant of passenger liners is still situated in or near the main machinery space. This fact may sound absurd when it is realised that the auxiliary power plant may develop sufficient kilowattage to supply the normal lighting and power requirements of a large village or a small-sized town.

We are only now, as this is being written, on the eve of developments whereby the power-generating portion of the ship is being regarded as entirely separate from the propulsive part, to be operated by shore engineers rather than marine engineers. This development, when pressed to its logical conclusion, will result in new conceptions in the layout of passenger liners, whereby the best and widest part of the ship, amidships, will be available for passenger-carrying purposes, resulting in long, clear, pillarless public rooms, interrupted only by such "barriers" as are required for fire or watertight subdivision purposes, or for trunking in connection with air-conditioning.

The transatlantic liner has come a very long way, but it still has some further stages of development through which to pass.

It may be thought that this review over-emphasises the technical side of the North Atlantic. If so, the excuse may be made that as a naval architect and a marine engineer, one naturally thinks in technical terms. But, if one really examines the evolution of the transatlantic liner, one will find that international rivalry has called for ever-increasing speeds and that the machinery employed by its very nature occupied a very large part of the ship. Furthermore, coal-burning boilers without benefit of forced draught needed very large and high funnels to secure good combustion of the coal. Therefore, the transatlantic liners with which we were familiar at the turn of the century, and even almost up to the outbreak of the First World War, were vastly over-funnelled structures. Nevertheless they possessed a beauty of line and a grace of appearance which very few of the most modern ships have succeeded in attaining. Today, funnels are shunned and considered almost indecent. In those days, the greater the number of funnels the more a ship was respected. They were,



however, all working funnels—no idlers among them; and when one considers that the great Cunarders, *Lusitania* and *Mauretania*, each had 23 double-ended 8-furnace Scotch boilers, 22 feet long and  $17\frac{1}{4}$  feet in diameter, and two single 4-furnace boilers of the same diameter and 12 feet long, one will realise that four funnels were only just enough. The boilers were grouped in four boiler rooms, each connected with a funnel with a complicated uptake. In 24 hours these boilers consumed upwards of 1,000 tons of coal, and converted into steam some 9,000 tons of water, which had to be fed to them by pumps. The boilers of the giant White Star liner *Olympic* numbered 29, of which 24 were single-ended and five double-ended; they were all 15 feet 9 inches in diameter and 20 feet or 11 feet 9 inches long, and had three furnaces to an end. It should be remembered, too, that every one of those furnaces was stoked by hand. The problems of bunkering in relation to quick turnaround, and of feeding and finding sleeping and washing accommodation for hundreds of stokers would under present circumstances be absolutely insurmountable.

The *Mauretania* and *Lusitania* developed some 76,000 horse power on four screws. A ship rather larger than the old *Mauretania* and *Lusitania* today with a service speed of 26 knots and an output of 90,000 horse power on twin screws would only need three water tube boilers. This particular design happens to have three funnels, because of a very special arrangement of the main machinery at the after end of the ship, of the auxiliary machinery at the forward end, and a dummy funnel amidships to balance the profile.

The propulsion of transatlantic liners has gone through a number of phases. After the paddle's disappearance came the steam reciprocating engine and Scotch boiler. Its place was gradually taken by the direct-coupled turbine, also with Scotch boiler. There followed then, in the middle '20's and early '30's, some attempts to apply the internal combustion engine for propelling such ships, its advantage being that compared with contemporary turbines which used about 0.9 lb. of oil per horse power per hour, the internal combustion engine used well under  $\frac{1}{2}$  lb. per horse power per hour. The changeover from coal-burning to oil was gradual, and was greatly appreciated by those who operated and maintained transatlantic liners and were responsible for a quick turnaround. The changeover took place shortly after the First World War when transatlantic greyhounds such as the *Mauretania* and *Aquitania* returning to shipyards for a post-war overhaul were converted from coal to oil-burning at considerable cost, and with a good deal of shipbuilding ingenuity. Most new tonnage of this era was built for oil-burning.

Today the high pressure geared turbine and watertube boiler reign supreme, though we are beginning to think in terms of gas turbines, particularly for auxiliary power station purposes. In the ship of 90,000 horse power which I have just mentioned the total auxiliary load amounts to well over 3,000 kilowatts—a very big responsibility in itself.

As I have tried to explain already, the reason for the increase in auxiliary load is to be found in the expanding use of electricity for every purpose on board. Commencing with pure lighting, electricity has now invaded and successfully captured every department, including cooking and baking, and especially ventilation, to which is now added the considerable load of air-conditioning.

*Campania, Lucania, Cedric, Baltic, Adriatic, La Provence, Kaiser Wilhelm der Grosse*—names which were household words in the early years of the present century—had open promenade decks, protected from the weather merely by canvas weather cloths. So many times round this deck equalled one mile, was the slogan one always found. Now promenade decks are completely enclosed and air-conditioned. The "floor" is made of rubber; palms and plants, table tennis, luxury padded deck chairs all cater for the wants of the passenger today, be he first class or tourist. It is not so many years ago that transatlantic liners of the highest grade had coal-burning galleys, and if they had any swimming pools at all they were sometimes canvas-rigged in some odd corner near the baggage room. Today in the mammoth *United States* a radar range well-cooks a steak in 50 seconds, and produces an excellent under-done fillet in less than half a minute. Pompeian swimming pools with turkish baths and gymnasia attached are the order of the day, and they are not confined to one class of passenger.

But back again to the engine room, whose mighty space dominated the ship, round which in fact the ship was built. Cathedrals of metal some of these engines have been called; here is an example. What was called "the very powerful *Deutschland*" had two low and two high pressure cylinders in her main steam reciprocating engines, as well as a first and second intermediate pressure. Four cranks were used, the engines being arranged as follows, reckoning from the forward end—first intermediate; low pressure and low pressure, each having a high pressure on top; second intermediate. At the time of her completion the *Kaiser Wilhelm II* was styled "the last word in ocean liners propelled by reciprocating engines". Each of two sets developed 20,000 horse power and had six cranks. Each engine was made up of two complete quadruple-expansion elements, separated from one another by a watertight bulkhead. The diameters of the cylinders were: high pressure 38 inches, first intermediate 50 inches, second intermediate 75 inches, low pressure 112 inches; the stroke was 70 inches and the overall length of the crankshaft 72 feet.

In turn, there was a danger that the internal combustion engine would similarly become too large, and indeed ships in which 20,000 horse power has been arranged on two screws, each with a 10-cylinder engine, have had crank throws of as much as six feet.

In some transatlantic liners a combination of steam turbines and reciprocating engines has been fitted. This was in order that the steam leaving the last low pressure stage gave up all its heat energy



before finally returning to the condenser. The largest propelling units of this kind ever constructed were those for the *Olympic* and her ill-fated sister, the *Titanic*, and later the second *Britannic*. The *Olympic* and *Titanic* were monsters of 60,000 tons displacement, 46,000 horse power and 21 knots designed speed. The two outside propellers were driven by triple-expansion, 4-crank piston engines of 15,000 horse power each, with a stroke of 75 inches. The bedplate of each engine weighed 195 tons, each column 21 tons and each of the low pressure cylinders 50 tons. Aft of the piston engines was a 16,000 horse power Parsons turbine which expanded the steam from 9lb. to 1lb. absolute, and drove the central propeller at 165 revolutions per minute. The rotor, weighing 130 tons, was 12 feet in diameter and 13 feet 8 inches long, the turbine blades ranging from 18 to 25½ inches in length. Between each piston engine and the turbine was a huge 64-inch changeover valve, by means of which the exhaust steam could be deflected either to the turbine or direct to the condensers.

. . . . .

Those in fact were the days when everything on the Atlantic was on a spacious scale. Menus were almost small books of four and six pages; wine lists glittered with vintages of vintages. Smoking rooms, traditionally at the aft end of the superstructure were strictly for men only—an arrangement which, in my opinion, should never have been departed from. Cosy corners, beautifully panelled in wood with green leather upholstery, reeked slightly of refined cigar smoke and had a bouquet of champagne. Rooms with baths were rare, and such luxuries as running hot and cold water and showers unknown. Until well into the 1930's baths were taken in salt water, and one washed the salt water from oneself by fresh water in a can or basin on a wooden spreader across the bath; some ships provided special salt water soap. At that time many ships not only had no running hot and cold water in cabins, but still employed the old tip-up wooden system. The basin was lowered from a contraption fixed to the wall, water, cold only, being gravity-discharged from a tin container above the basin, and when the basin was tipped up, into a tin container below it, this frequently overflowed, with usually an admixture of dirty water and pieces of soap and toothpaste, which must have been the very devil for stewards to clean up. Nowadays we have ships such as the Greek-owned, Liberian-flag, German-Greek manned *Olympia*, which caters for "tourist de luxe" and has a high proportion of state rooms with baths and showers.

The old terms still linger, though they no longer have their transatlantic significance. We talk of "smoking rooms"—isn't that nonsense? Every room today is a smoking room. "State rooms"—a term going back to the earliest days of transatlantic navigation. The very word "saloon" itself has an old-fashioned ring. And these terms have all been boldly discarded by the American Export Lines in their two crack ships on the Mediterranean run, the *Independence* and *Constitution*. They name their dining saloon and smoking room

just as you would name a restaurant or public house ashore, and I think the general life of the ship is better for it.

One characteristic which seems to remain fairly static on the North Atlantic route is the quality and skill of stewards, and in that respect I would say that the British, who produce the worst waiters and hoteliers in the world, certainly always seem to find the very best of stewards, whose courtesy and efficiency is unrivalled anywhere, though very closely approached by the French, the Dutch and the Swedes.

French prestige was never higher than when that genius, the late Pierre de Malglaive, with his colleagues, created the 160,000 shaft horse power electrically-propelled *Normandie*—a ship which, had she survived the war, would still have been ahead of her time. Voyaging in the *Normandie* was to spend four days on a standard of living which even a millionaire might envy. Indeed, most of the millionaires who used that ship treated the enormous menu with corresponding respect, in spite of the blandishments of a *maitre d'hôtel* of the highest skill and persuasion.

I suppose it is correct to say that every nationality builds something of itself into its transatlantic ships; it may be the food; it may be the drink has something to do with it; certainly every ship of every nationality has its own particular smell, and at one time the ships of certain countries were known for carrying a certain class of passenger. Today democracy tars and feathers us alike. The grand days of the Atlantic have gone. Good ships have been built and will continue to be built, but the spacious days are over.

To those who would capture something of what has gone before, and who would wish to read in parallel with the work which Bonsor here has done, I would recommend a book which was given to me in 1927 when I crossed from New York to Gothenburg in the Swedish American motor liner *Gripsholm*. It is called *The Frantic Atlantic*, and is termed "an intimate guide to the well-known deep", written by one Basil Woon and published by Alfred A. Knopf Inc. of New York. Wittily, yet technically, in three parts, the author discusses such matters as who goes to Europe and why; how to choose your ship; what to do when the gangplank's hoisted; how to be happy though shingled; who's who on the Atlantic; the ships they travel in; don't forget the steward; how and whom to tip; the pool and how to win it. He has chapters dealing with well-known ships. Here is one of his gems—it is an imaginary conversation between two transatlantic travellers:

" 'What ship', asks one, 'did you come over in?'

" 'You moisten your lips for this has happened before, and you repress a desire to tell him *Aquitania* or *Leviathan* or *France*; instead you tell the truth—'The *Aloysia*'.

" 'The What?'

" 'The *Aloysia*. She's—she's a mighty fine boat.'



" 'Never saw her name in the New York papers!'

" 'She doesn't sail from New York, she sails from Boston.'

"Whereat the fellow traveller utters one scathing and scornful 'Oh'—looks you up and down with a sort of withering 'have you got your rubbers on' expression, snorts pityingly and turns his back on you for ever."

Here is another piece of nostalgia from Basil Woon:—

"Remember," he says, "the one essential garment for a man aboard ship is a dinner jacket. He can and frequently many of us do, dispense with all else, but the dinner jacket is as necessary to an ocean traveller as a tail coat to a waiter. Without it you may not, except on the first and last nights out, come down to dinner. Without it you will have to sneak out of the smoking room at 8 p.m. Without it you will have no dances and no great moments with the young thing in *crêpe marocain* on the lee of the starboard ventilator."

Today, except in a few special ships, dinner jackets are disappearing; few stewards to-day will lay your clothes out for you. Even the starboard ventilator has gone and its place is now taken by a smooth, noiseless, efficient air-conditioning unit.

"There are two ways to enjoy a transatlantic departure," says Woon. "One is to arrive on board the night before and sleep through it; the other is to get to the ship an hour at least before sailing, instal yourself, and then watch the procession of those who arrive late. There is nothing quite so tragic or so comic as a ship's departure for Europe. If you are a man and alone you will notice that there isn't a single pretty girl on board. If you are an *ingénue* or a calculating female person you will be forced to the conclusion that every man in the ship is either bald, asthmatic, weak-minded or married. But bear up. One of the first lessons you learn from ocean travelling is that the plain young woman on sailing day often becomes the raving beauty of the vessel four days afterwards, while the young man with uneven features and large ears is discovered before Eddystone Light is sighted to be a veritable Adonis."

Certainly air travel offers no such thrills, no such possibilities. And no one yet, even in a Stratocruiser, has suggested the necessity of shifting into a boiled shirt for dinner.

. . . . .

The transatlantic story is a very considerable piece of the history of civilisation. It is easy to chat lightly and generally about it as I have done in this foreword, but it is a task as hard and complicated as the designing and building of a transatlantic liner itself to produce a work of the magnitude, exactitude and accuracy of Bonsor's book. It has to be a labour of love and . . . it is.

A. C. HARDY

## INTRODUCTION

IN writing what must primarily be regarded as a book of reference my aim has been to describe in detail, commensurate with its importance, every company which has operated or is at present operating a steam (or motor) passenger service across the North Atlantic. In order to keep the book within reasonable proportions the numerous companies which today, in particular, operate cargo steamers carrying up to 12 passengers have been omitted.

Much information contained in *NORTH ATLANTIC SEAWAY* has never before been published. Included in this category is a full description of the activities of several companies not even mentioned in earlier books on the North Atlantic. It should also be emphasised that in many cases the information given contradicts statements by other authors, both old and modern. Every care has been taken to verify the authenticity of new or contradictory information and in the most important cases the source is given in a footnote.

During the nineteenth century the descriptions of the different grades of accommodation provided on the North Atlantic varied considerably, and some elucidation of the various terms used may prove helpful to the reader. They fell into three main groups, corresponding roughly to first, second and third class (or steerage), *viz*:

(1)	(2)	(3)
First class	Second class	Third class
Saloon	Second cabin	Steerage
Cabin	Forward cabin	Forward passage
Chief cabin	Cabin	Intermediate
First cabin	Lower saloon	Fourth class
First class upper saloon	First class lower saloon	
Upper saloon	Intermediate	

Until about the 1890's the terms "third class" and "steerage" were interchangeable and nearly always indicated "dormitory" accommodation. By 1914, however, a large percentage of the third class accommodation on British ships consisted of enclosed cabins, and by this time it had become known as "third class" and not "steerage".

Many of the Continental lines were considerably later than the British in abolishing steerage (*i.e.* dormitory) accommodation, the German lines, in particular, frequently using the description "fourth class" to indicate steerage as opposed to third class with enclosed cabins.



From about 1900 onwards the top class on many of the older and smaller ships was redesignated "second class". It would appear that the Donaldson Line was the first major company to go a stage further. In 1905 their twin-screw *Athenia*, built in the previous year to accommodate a total of 12 passengers, was fitted with accommodation for 50 "intermediate" in addition to 450 "third class". Before starting her second voyage the "intermediate" accommodation was renamed "second class". Rather more than a year later the same company's *Cassandra* sailed on her maiden voyage from Glasgow to Canada with berths for 200 second class and 1,000 third. She can, therefore, be regarded as the first newly-built "cabin" steamer.

The description "cabin" did not officially come into operation until World War I, although in 1913 preliminary advertisements of forthcoming sailings by the new Cunarders *Andania* and *Alaunia* stated that they would carry "cabin (II)" passengers. This was soon amended to "one class cabin (second cabin)", and it can be assumed that the North Atlantic Passenger Conference insisted on the change.

The next important innovation in the classification of accommodation took place in 1924 as a result of the U.S. immigration restrictions, which were responsible for a drastic falling off in third class travel. An entirely new class known as "tourist third cabin" was introduced at fares only slightly higher than third class with a view to attracting an entirely new type of traveller. The best third class and the worst second class cabins were usually allotted to the new class, which before long, however, superseded second class on some ships and eventually on all. In 1931 the title "tourist third cabin" was justifiably amended to "tourist class".

In the meanwhile tremendous strides had been made in the size and luxury of ships designated as "cabin". In the case of new ships the Canadian Pacific probably offers the best examples of the progress made, the ships in question being the 12,400 ton *Missanabie* and *Metagama* of 1914-15, the 14,000 ton *Melita* and *Minnedosa* of 1918, the 16,000 ton *Montcalm*, *Montrose* and *Montclare* of 1922 and finally the 20,000 ton *Duchess of Atholl*, *Bedford*, *Richmond* and *York* in 1928-29. Other lines were far from idle and many large ships originally catering for first class were converted to cabin. Then in 1930 came the French Line's *Lafayette* and the White Star *Britannic*, in 1932 the French Line's *Champlain*, the White Star *Georgic* and the United States Line's *Manhattan*, followed in 1933 by the *Washington*. The climax came in 1936 when the Cunard-White Star Line announced that the *Queen Mary* would be a "cabin" steamer! Looking back, this was undoubtedly a wise move as an impossible situation had arisen which could best be remedied by the top class on all North Atlantic ships being reclassified as "cabin".

World War II was responsible for the reintroduction of the description "first class" in place of "cabin", and the introduction of "cabin" in place of "tourist" and "tourist" in place of "third class". Thus, the description "third class" has vanished from the North

Atlantic parlance. On the other hand "dormitory" accommodation has reappeared on a few ships, but it is vastly different from that of the old steerage days.

The following is a table—partly arbitrary—of the classification changes that have taken place since 1914:

	(1)	(1a)	(2)	(2a)	(3)
From 1919	{ First —	— —	Second Cabin	— —	Third Third
From 1924	{ First —	— Cabin	Second —	Tourist third cabin Tourist third cabin	Third Third
From 1931	{ First —	— Cabin	Second —	Tourist Tourist	Third Third
From 1936	Cabin	—	Tourist	—	Third
From 1945	First	—	Cabin	—	Tourist

The changeover of "cabin" from the equivalent of "second class" to that of "first", and of "tourist third cabin" (and "tourist") from a position midway between second and third class to the equivalent of second was a gradual process, and varied according to the ship. It is interesting to note that in September 1931 13 ships still carried second class and no fewer than ten of them carried tourist in addition, whereas in December 1931 the numbers had fallen to six and three respectively. Within a few months the only ships still carrying second were the N.D.L. *Bremen* and *Europa*.

The vast majority of vessels included in the fleet lists of the different lines catered for a large number of passengers, exact details being given in many cases. As a general rule, cargo steamers (including steamers carrying not more than 12 passengers) are omitted from the fleet lists, although they are often mentioned in the text. An awkward problem arose with the Donaldson, Elder Dempster, Furness, Warren and Wilson Lines as little or no information is available about the number of passengers (if any) carried by certain of their steamers. Further, in some of these cases very few details have previously been published regarding the entry of the lines into the North Atlantic trade and their early activities therein. In the circumstances it was felt that, at the risk of being inconsistent, the matter was of sufficient general interest to warrant a full description and the inclusion in these particular fleet lists of certain steamers which carried few, if any, passengers.

It is unlikely that a completely accurate list of record passages will ever be published. In the early days of steam the duration of passages was usually given only approximately, in many cases no indication being given of the distance covered; moreover, it is by no means certain that difference of time was always taken into consideration.

The list included in Appendix C has been compiled partly from data published over a period of years, care being taken to include only those items which appear correct and have been quoted repeatedly,



and partly from contemporary newspapers. The list therefore differs in a number of respects from any previously published, and includes one new record-breaker—the Galway (ex-Collins) Line paddle steamer *Adriatic*.

This subject, which is of absorbing interest, offers ample opportunities for further research.

I am much indebted to A. C. Hardy for his brilliant foreword, which goes a long way towards providing a semblance of continuity to the book as a whole and will be of interest to the expert and novice alike. In addition to his many professional activities, Mr. Hardy is president of the World Ship Society of 110 Fenchurch Street, London, E.C.3. It would be gratifying to think that his foreword has led to a further increase in the society's already large membership.

For the beautiful scale drawings which form an appendix I am deeply indebted to J. H. Isherwood of Locksheath, near Southampton, to whom I am also very grateful for much encouragement and sound advice.

I gladly record my sincere thanks to Dr. Lamberto Radogna (of "Italia", Naples), whose knowledge of Italian lines and ships is almost inexhaustible, and who has unstintingly placed his information at my disposal so that a detailed and authentic description has been possible—for the first time in the English language—of upwards of a dozen important Italian North Atlantic lines. Dr. Radogna has sent many pages of notes, all of which he translated into English for my benefit. As a compliment to him I have asked the publishers to include a photograph of the new Italian liner *Cristoforo Colombo* on the dust cover, and hope it will bring back happy memories of his recent voyage on the ship. With that of Dr. Radogna I should like to couple the name of Signor Giovanni Gerolami of the "Lloyd Triestino", Trieste, who not only supplied a lot of helpful information about the Austrian lines and their successors but also put me in touch with Dr. Radogna.

My warmest thanks are due to Contre-Amiral M. Adam, c.v.o., c.b.e., of Brest, for allowing me to use his very rare photographs of the *Vanderbilt* and *Ville du Havre* and for a great deal of information about the C.G.T., Fabre, Compagnie Bordelaise, Heroult & de Handel and other French lines.

Others to whom a special word of thanks are due are: Mr. H. N. Ascough; Mr. G. A. Bell; Mr. Frank C. Bowen (for an enjoyable day spent amongst his archives); Mr. Frank O. Braynard (director of the American Merchant Marine Institute of New York); Mr. W. D. Brown; the late Mr. Robert E. Burnett (of Furness Withy & Co. Ltd.); Mr. Craig J. M. Carter; Mr. Michael Crowdy; Mr. James Dugan (the author of *The Great Iron Ship*); the editor of *Engineering*; the late Mr. G. Grant; Mr. Winthrop Grant (of Philadelphia); Mr. A. J. Henderson (for much helpful information about the Furness

group); Mr. R. W. Hunnex (of *Lloyd's Register of Shipping*); Mr. G. B. Johnson; Mr. P. V. Jones; Mr. G. D. Leinster (of Madrid); Mr. A. W. Lidderdale; Mr. F. G. E. Moll (of Rotterdam, for much help with the Holland America fleet list); the late Mr. George Morris (at one time passenger manager of the Wilson's & Furness-Leyland Line); Mr. J. H. Bennett Odgers (formerly an officer in s.s. *Avoca* of the New York & Continental Line); Mr. G. C. Rhodes (chairman of the Compagnie Générale Transatlantique Ltd., London); M. Paul E. R. Scarceriaux (president of the Belgian Nautical Research Association, 21 Avenue Charbo, Brussels 4); Herr Ricardo Siepmann (of Hamburg, for much help with the "Hapag" fleet lists); Col. R. A. F. Smith (director of the Holland America Line (London) Ltd.); Mr. M. Smye (for much helpful information about Elder Dempster, and for kindly undertaking some special research work in connection therewith); Mr. Frank C. Thornley (for so kindly helping to correct the proofs—a job that requires knowledge, patience and care—and for checking innumerable fleet list entries with *Lloyd's Registers*, old and new).

Almost without exception the steamship lines have been most co-operative. My thanks are due to the following, many of whom have supplied photographs as well as information: Alaska Steamship Line; American Export Lines; American President Lines; Anchor Line; Arnold Bernstein Shipping Co. Inc.; Canadian Pacific Steamships; Compagnie Générale Transatlantique; Compañía Trasatlántica Española; Cunard Steam Ship Company Ltd., Det Forenede Dampskibs-Selskab; Donaldson Line; Empresa Insulana de Navegação; Furness Withy & Co. Ltd.; Gdynia America Shipping Lines; Gray, Dawes & Co. Ltd.; Hamburg American Line; J. D. Hewett & Co. Ltd. (Arosa Line); Holland America Line; Home Lines; "Italia"; Jugoslavenska Linijska Plovidba; Koninklijke Nederlandsche Stoomboot Maatschappij (Royal Netherlands Steamship Company); Moore McCormack Lines; Norddeutscher Lloyd; den Norske Amerikaline; Oranje Lijn; Ormos Shipping Company (Greek Line); Shoham Maritime Services Ltd. (Zim Lines); Svenska Amerika Linien; United States Lines; Ward Line. Much valuable information has also been supplied by the following shipbuilders and marine engineers: Barclay, Curle & Co. Ltd.; George Clark (1938) Ltd.; Wm. Denny & Bros. Ltd.; Harland & Wolff Ltd.; R. & W. Hawthorn, Leslie & Co. Ltd.; The North Eastern Marine Engineering Co. (1938) Ltd.; Palmers Hebburn Co. Ltd.; Scott's Shipbuilding & Engineering Co. Ltd.; Alexander Stephen & Sons Ltd.; Swan, Hunter & Wigham Richardson Ltd. and Vickers, Armstrong Ltd.

I deeply appreciate the kindness of Messrs. W. & J. Leigh Ltd., paint manufacturers, of Bolton, in loaning the set of colour blocks of the *Caronia* used for the frontispiece, of the editor of *Syren & Shipping* for permission to use the photograph on the dust cover and of the Vacuum Oil Co. Ltd. for the two composite photographs of ships at New York. These first appeared in their house magazine *The Compass*. A special word of thanks is also due to the editor of



*Sea Breezes* for permission to reproduce certain of Mr. Isherwood's drawings.

Acknowledgment of their kind co-operation is due to the British Museum Reading Room, British Museum Newspaper Library (at Colindale), the Mitchell Library (Glasgow) and the Eastbourne Public Library.

Finally, it is well-nigh impossible to express adequately my thanks to Mr. L. W. M. Stephenson of Messrs. T. Stephenson & Sons Ltd., the publishers. From first to last he has been most co-operative, has taken a great personal interest and has agreed to every reasonable suggestion I have made. Perhaps I may at the same time pay tribute to the compositors, who must—to mention but one aspect—have had a particularly difficult task with the fleet lists.

“Brookside”  
Petit Port  
Jersey  
Channel Islands

N. R. P. BONSOR

# NORTH ATLANTIC SEAWAY

## Chapter 1

1819

S.S. *SAVANNAH*

(UNITED STATES)

THE steam conquest of the North Atlantic was not fully achieved until 1838 when, as will be seen from later chapters, three British-owned steamship companies started operations, each with some pretence of maintaining a regular service. Various individual attempts had been made at a much earlier date, however, the first in 1819 by the 320 ton auxiliary wooden steamer *Savannah*, which had been laid down in New York a year previously for the sailing packet service between New York and Havre. When nearing completion it was decided to fit her with a small single cylinder engine of 90 indicated h.p. driving two collapsible paddle wheels, each consisting of ten radial arms which were held in position by pairs of chains. The operation of folding the arms like a fan and placing them on deck could be carried out in about twenty minutes. When in use each paddle wheel was provided with a canvas cover stretched over an iron frame.

After making a trial trip under steam in New York Bay on March 22nd 1819, the *Savannah* set out for the port after which she had been named, plans for her future employment being extremely vague. A few days later, however, President Monroe embarked for a short cruise, but any hopes that this would result in some practical benefit to her owners were soon dispelled. It was decided, therefore, to despatch the ship across the North Atlantic in the hope of finding a buyer.

The *Savannah* left Savannah on May 22nd 1819 and anchored near the Tybee Lighthouse until May 24th when, in ballast and without passengers, she set out for Liverpool. She arrived in the Mersey on June 20th, the voyage from Tybee having taken 27 days 15 hours (not allowing for difference of time). According to the log the engines were in use for a total of 80 hours.

Thus, the limited use of the *Savannah*'s engines robs the trip of any real significance. The remainder of the ship's history can also be briefly dismissed. She left Liverpool on July 23rd 1819 for Copenhagen, Stockholm and St. Petersburg (Leningrad), part of the voyage being made under steam. No buyer having been found, the *Savannah* returned—under sail alone—to Copenhagen, Arendal (Norway) and



Savannah. A few months later her engines were removed and she ran as a sailing ship between Savannah and New York until November 5th 1821, when she was wrecked on Long Island.

1. (1819) *Savannah*

320. 98×26. C-I-3. W-P-1 cyl.-4 (Francis Fickett (New York) ). Launched 1818 (22/8) as sailing ship. 1819 auxiliary steam engine built at Speedwell Iron Works, N.J. (for other details see text).

## Chapter 2

1825

### AMERICAN & COLONIAL STEAM NAVIGATION COMPANY (BRITISH)

THE AMERICAN & COLONIAL STEAM NAVIGATION COMPANY was founded in London in 1825 with a nominal capital of £600,000 for the principal purpose of establishing a line of steamships between Valentia (Ireland), Halifax and New York. The Company's ambitions extended much further afield, however, as feeder services were contemplated between English ports and Valentia, Halifax and Quebec, and New York and the West Indies.

In view of the fact that less than 5 per cent of the proposed capital was subscribed, the utmost that the Company was able to do was place an order with J. H. & J. Duke of Dover for the 436 ton wooden paddle steamer *Calpe*. The contract price was nearly £20,000, and it was realised long before she was completed that it would be impossible to proceed with the scheme. The *Calpe* was accordingly sold on the stocks to the Netherlands Navy for £11,500, and was renamed *Curaçao*.

The *Curaçao* sailed from Rotterdam for Paramaribo (Dutch Guiana) on April 26th 1827, and made a round voyage on the same route during each of the two subsequent years. She remained in the Netherlands Navy until 1850, when she was broken up, but in recognition of her successful career her name was transferred to a new ship.

Although the *Curaçao*'s activities were not related to the North Atlantic, she can at least be regarded as the first fully-fledged steamship to proceed from the Old World to the New, provided allowance be made for the fact that she proceeded under sail alone during considerable periods of her voyages. The justification for her inclusion is, of course, that she was originally designed for North Atlantic service.

## Chapter 3

1833

s.s. *ROYAL WILLIAM*  
(CANADIAN)

THE wooden paddle steamer *Royal William* was completed at Quebec in 1831 for the QUEBEC & HALIFAX STEAM NAVIGATION COMPANY, and during the summer of that year made three round voyages between the ports mentioned. She resumed sailings in the spring of 1832 on the less exacting Quebec-Pictou route, but at the conclusion of her first trip was delayed for many weeks by the quarantine regulations that followed an outbreak of cholera. She had already incurred heavy losses and her owners decided to sell her. Apart from a trip to Boston and back her new owners found but little profitable employment for her during the slump that followed the epidemic. The only solution appeared to be to resell her in England.

The *Royal William* sailed from Quebec on August 5th 1833, called at Pictou on August 8th and sailed again on August 18th with seven passengers (fare £20 each), 253 chaldrons (320 tons) of coal and a few odds and ends of cargo. She encountered a severe gale off Newfoundland but, in spite of some anxious moments, reached Cowes (Isle of Wight) on September 9th. Her engines had been in regular use except for one day in every four, when it was necessary to clear the boilers of salt.

The *Royal William* arrived at Gravesend (London) on September 12th 1833. At the end of the month she was chartered to the Portuguese Government as a coasting transport until her sale a year later to the Spanish Government, who renamed her *Ysabel Segunda*. In 1836 she became the first steam-driven warship to fire a gun in action. Her active service ended in 1840 when she became a hulk in Bordeaux harbour.

Although the *Royal William* was the first steamer to make a transatlantic crossing from or to Canada, her solitary eastbound voyage was of no greater importance than that of the *Savannah* in 1819. In neither case was there any intention to establish a regular service.

1. (1833) *Royal William*  
364. 160 × 28. C-1-3. W-P-SL(2)-6 (Campbell and Black). Launched 1831 (27/4).



## Chapter 4

1838

S.S. *CITY OF KINGSTON*

(BRITISH)

THE 525 ton wooden paddle steamer *City of Kingston* was advertised to sail from London on May 25th 1837 for the West Indies, to inaugurate an inter-island service for the JAMAICA STEAM NAVIGATION COMPANY.<sup>1</sup> She sailed a few days later than scheduled, put in at Hastings (Sussex) on June 10th after going ashore in the vicinity, resumed her voyage in due course and arrived in Barbados during the following month.

The *City of Kingston* returned to England within a few months and in 1838 made a second east to west crossing of the Atlantic. She is said to have arrived at New York from Cork on April 2nd 1838—a few days before the *Sirius*—and to have proceeded to the West Indies.

The 1837 voyage was not a North Atlantic one, but the 1838 voyage undoubtedly was and merits inclusion here because it was the first east to west crossing of the North Atlantic under steam. Nevertheless, it was purely an individual effort and does not compare in importance with later 1838 voyages by the *Sirius*, *Great Western*, *Royal William* and *Liverpool*, all of which were genuine attempts to establish regular North Atlantic steam communication.

## Chapter 5

1838-41

BRITISH & AMERICAN STEAM NAVIGATION COMPANY  
(BRITISH)

THE BRITISH & AMERICAN STEAM NAVIGATION COMPANY was the first North Atlantic steamship company to be successfully floated and the first to start a service. If for no other reason it deserves to be dealt with in some detail.

(1) *The Times*, 16/5/37.

An American, Dr. Junius Smith, was responsible for the Company's formation. The idea came to him in 1832 during the course of a 57 day voyage from England to New York by sailing ship, but nothing tangible resulted until June 1st 1835, when Smith published a prospectus for a steamship line from London to New York, the capital required being £100,000. Meeting with no support, a more ambitious prospectus appeared in October 1835, the proposed capital being increased to £500,000 and the name "British & American Steam Navigation Company" used. Isaac Solly, who had been chairman of the London & Birmingham Railway, agreed to lend his name to the project, and applications for shares were received in a steady flow.

It was not until October 1836 that the Company signed a contract with Curling & Young of London for a 2,000 ton wooden paddle steamer, which was laid down as the *Royal Victoria* but subsequently renamed *British Queen* in honour of Queen Victoria's accession to the throne.

It had been intended that the *British Queen* should make her maiden voyage in the spring of 1838, but Claude Girdwood & Co. of Glasgow, who had been entrusted with the building of her engines, went bankrupt. A considerable delay occurred before the contract was taken over at an increased price by Robert Napier of Glasgow, and it became evident that the ship would not be completed for another year at least.

In the meanwhile the Great Western Steam Ship Company had been established at Bristol, and their *Great Western* was expected to be ready for her first North Atlantic voyage early in 1838. The British & American Company were determined to be the first in the field and their only course, therefore, was to start the service with chartered tonnage. The choice was extremely limited, but three of the Company's directors were directors also of the St. George Steam Packet Company, which was operating a service between London and Cork. A new steamer, the 703 ton *Sirius*, had been completed for them towards the end of 1837, and arrangements were made for her to be chartered to the British & American Company.

The *Sirius* left London on March 28th 1838 under the command of Lieut. Roberts, R.N. She called at Cork to embark additional passengers and mails and replenish her supply of coal, sailing again at noon on April 4th with 11 cabin passengers, 8 forward cabin and 21 steerage, 450 tons of bunker coal, 58 casks of resin and 20 tons of fresh water. She was riding dangerously low in the water. Rough weather was experienced during the voyage and Lieut. Roberts had trouble with the crew, who wanted him to turn back. The story goes that he was compelled to enforce his orders at the point of a pistol, but be that as it may the *Sirius* reached her destination in safety, land being sighted during the afternoon of April 22nd, and she finally anchored off the Battery, New York, early the following morning, after a voyage of 18½ days from Cork. She arrived a few



hours before the rival *Great Western*, and had therefore accomplished what she set out to do. The success of the *Sirius* can be largely attributed to the invention by Samuel Hall in 1834 of surface condensers which enabled fresh distilled water to be fed to the boilers, thereby doing away with the necessity of clearing the boilers of salt every three or four days, as had hitherto been the case.

The *Sirius* sailed again from New York on May 1st, reaching Falmouth in 18 days. She proceeded to London, made another round voyage to New York and was then returned to her owners as it was found that the high charter price, coupled with disappointing passenger lists, made further employment unprofitable. The British & American Company suspended operations for about a year.

The *British Queen* was floated out of her dock at Limehouse (London) on June 23rd 1838. She was sailed round to the Clyde for her engines to be installed and in due course returned to London via Liverpool, where she was thrown open to the public. The fact that she was the largest steamship in the world caused her to attract a lot of attention.

The *British Queen* was advertised to sail from London on June 29th 1839 for New York, but was again delayed and actually left on July 11th under the command of Lieut. Roberts, late of the *Sirius*. She called at Portsmouth, sailing thence at noon on July 12th with 220 passengers (amongst whom was Dr. Junius Smith, the founder of the line), a quantity of mail, 600 tons of bunker coal and about 80 tons of cargo. She made a fairly satisfactory run of 15 days from the Solent to New York. In all she made three round voyages between London, Portsmouth and New York in 1839 and five in 1840.

A consort, the 2,366 ton *President*, was launched by Curling & Young in December 1839, and shortly afterwards set out under sail for Liverpool for the installation of her engines. The voyage was an eventful one as strong winds and a faulty distribution of ballast made it necessary for her to be towed into Plymouth for adjustments and repairs. This new ship was the outcome of a further appeal for capital made about a year previously. The prospectus mentioned that additional ships would be built to enable sailings to take place on the 1st and 16th of each month from London and Liverpool alternately.

After a trial trip to Cork and back, the *President* sailed from Liverpool for New York on August 1st 1840—three days before the maiden voyage of the Cunarder *Acadia*, which made a much faster passage. This was largely due to the fact that the *President* had originally been fitted with feathering paddles, which were said to infringe Galloway's patent, and that, in anticipation of legal proceedings being taken, the much less efficient non-feathering type had been substituted at short notice. In consequence her first four voyages—two outward and two homeward—averaged over 16 days. She was laid up until February 1841, when she left Liverpool under the command of Lieut. Roberts, who had been transferred from the *British Queen*. The *President* sailed from New York on March 11th 1841 for

Liverpool and was never heard of again, the assumption being that she foundered during a severe storm.

The *British Queen* started her ninth westbound voyage in March 1841. A short while previously non-feathering paddles had been fitted, as in the case of her consort, but the work was badly carried out and this, combined with appalling weather conditions, caused the voyage to be unduly prolonged. The homeward voyage was made to Liverpool, the intention being that she and the *President* should in future confine their activities to this route. By the time she reached Liverpool, however, all hope for the safety of the *President* had been abandoned, the *British Queen* was laid up and in August 1841 was sold to the Belgian Government.

A statement made to the Cork shareholders of the Company in December 1841 indicated that the *British Queen* had made an average profit of £1,256 on each of her round voyages and the *President* £1,350,<sup>1</sup> but it seems clear that these figures were arrived at without taking into consideration such items as depreciation, insurance and management expenses—all of them important items, capable in the aggregate of turning a moderate profit into a substantial loss. The crux of the matter was that at this time it was virtually impossible for any North Atlantic steamship line to continue in existence without a subsidy.

a. (1838) *Sirius* (c)

703. 178×25. C-1-2. W-P-SL2-8 (Menzies). Built 1837 for St. George S.P. Co. 1838 (28/3) F/V London-Cork-New York-Falmouth-London. 1838 (26/5) 2nd and L/V London-Cork-New York-Plymouth-London. 1847 (16/1) wrecked near Ballycotton.

1. 1839 *British Queen*

1,862. 245×41. C-1-3. W-P-SL2-9 (C. & Y.). (I-210). Laid down as *Royal Victoria*. 1839 (11/7) M/V London-Portsmouth-New York. 1841 (10/3) 9th and L/V Portsmouth-New York-Liverpool. 1841 sold to Belgian Govt. (for later history see chapter 11).

2. 1840 *President*

2,366. 243×41. C-1-3. W-P-SL2-9 (C. & Y.). 1840 (1/8) M/V Liverpool-New York. 1841 (11/3) L/V New York-Liverpool (disappeared (136)).

FUNNEL: White; black top.

(<sup>1</sup>) *The Times*, 8/12/41.



## Chapter 6

1838-46

GREAT WESTERN STEAM SHIP COMPANY  
(BRITISH)

IN October 1835, some years before the Great Western Railway's main line was opened throughout from London to Bristol, certain influential Bristol businessmen and prominent officials of the railway—among them Isambard Kingdom Brunel, the chief engineer—discussed with Christopher Claxton, a shipping expert, the possibility of establishing a steamship service between Bristol and North America. After a delegation had investigated conditions at other ports, a detailed report was issued early in 1836, and six months later, on June 2nd, a company calling itself the GREAT WESTERN STEAM SHIP COMPANY was established by deed of settlement. Christopher Claxton was appointed managing director.

The pioneer unit of the Company's fleet, the 1,340 ton wooden paddle steamer *Great Western*, was laid down by William Patterson of Bristol on July 28th 1836. She was launched a year later, and in due course was escorted round to London by a steam tug for the installation of her engines, which had been designed by Brunel and built by Maudslay, Sons & Field. She underwent her first steam trials on the River Thames on March 24th 1838, and a week later started off for her home port, Bristol. Not more than an hour after passing Gravesend some oil in the felt of the steam-chests became ignited, and what might have been a serious fire broke out. Fortunately it was brought under control without any serious damage being done.

The *Great Western* started her first North Atlantic voyage on Sunday, April 8th 1838, when with only seven passengers she left Kingroad, Bristol, for New York under the command of Lieut. James Hosken, R.N. On the whole, good weather conditions were experienced during the voyage, the engines worked well and land was sighted on the morning of April 23rd. At five p.m. on the same day the ship tied up at Pike Street Wharf, New York—a few hours after the British & American Company's *Sirius*, which must therefore be regarded as the first steamship in "regular" service to cross the North Atlantic. On the other hand, the *Great Western*'s passage was of much greater significance as she had been designed and built for the service, whereas the *Sirius* was a chartered steamer, built for the cross-channel trade between England and Ireland. It is important to note that both ships were fitted with surface condensers, thereby making it unnecessary to clean the boilers of salt every few days.

In the homeward direction the *Great Western* left New York on May 7th 1838 with 68 passengers and 20,000 letters. On her next round voyage she carried 65 passengers outwards and 92 homewards, and from then onwards steamed backwards and forwards with

commendable regularity, except during the months of December to March inclusive, when she was laid up.

It was largely on account of the successful voyages of the *Great Western* that, in November 1838, the British Admiralty advertised for tenders to carry the mails by steamship between England and North America. At the outset the Great Western and the St. George Steam Packet Company, the owners of the *Sirius*, were the only concerns to send in tenders. Neither was able to comply fully with the conditions imposed, and in due course the contract was awarded to Samuel Cunard.

The withdrawal in 1840-41 of the British & American and Transatlantic Companies' services between Liverpool and New York was responsible for the experiment of despatching the *Great Western* on a triangular route, Bristol-New York-Liverpool and vice versa during the 1842 season. It was hoped that the change might lead to an improvement in the Company's financial position, but this continued to deteriorate and in the following autumn the *Great Western* was put up for sale by auction for the second time. After some keen bidding she was bought in for £40,000. Her owners decided to keep her in service for the time being, and she subsequently ran exclusively between Liverpool and New York.

In 1839, shortly after Samuel Cunard had secured his mail contract, Brunel was asked to prepare plans for a second steamer. He was authorised to build her of iron although at the time this method of construction had only been employed for a few small coasting steamers. The new ship was to be much larger than any in existence—hence the original intention to name her *Mammoth*. No shipbuilder was prepared to contract for her construction so the Great Western Company had to take full responsibility themselves. The *Mammoth*—or to give her the name by which she was actually christened, the *Great Britain*—was built in a special dry dock. She was intended to be a paddle steamer, but owing to the favourable impression created by the screw steamer *Archimedes* it was eventually decided to substitute screw propulsion.

The *Great Britain* was launched by the Prince Consort on July 19th 1843. It was discovered that the dock entrance was not deep enough for her to pass through, and considerably more than a year elapsed before alterations to the entrance enabled her to make her way into the river. A month later she started off on a round of visits to London and other ports before proceeding to Liverpool.

The *Great Britain* had a tonnage of 3,270 and, although she had taken six years to build, was still considerably larger than any of her contemporaries. She was propelled by four cylinder engines with an overhead crankshaft connected to the propeller shaft by means of chain gearing. Accommodation was provided for 360 passengers, and it is interesting to note that "whole staterooms" were advertised for the use of one passenger.<sup>1</sup> The *Great Britain* left Liverpool on July 26th 1845 on her maiden voyage to New York with 60 passengers and 600

(1) *The Times*, 22/8/45, etc. (adv.).



tons of cargo. The trip took 14 days 21 hours, which was disappointing but not greatly inferior to the average steamship crossing of those days.

Like the *Great Western*, the *Great Britain* was laid up at the end of the 1845 season. When she reappeared in the following spring she had been fitted with a four- instead of a six-bladed propeller, a "bend" over 100 feet in length on either side of the hull to reduce rolling, and her masts had been cut down from six to five.<sup>1</sup> These changes had beneficial results, but only a few months later, in September 1846, she grounded in Dundrum Bay, near Belfast, and it says much for the strength of her iron hull that when she was refloated in the following summer it was still in excellent condition. Naturally, her interior fittings had suffered severely. The Company was not in a financial position to refit her and she was sold to their Liverpool agents, Gibbs, Bright & Co., for £24,000, which was less than one-quarter of her original cost.

The *Great Western* had been withdrawn from service at the end of the 1846 season, and this marked the end of the Company's North Atlantic activities. She had made 37 round voyages in an average time of 15½ days westbound and 13½ days eastbound, the fastest being a trip of 12 days 7 hours from New York to Bristol in 1842.

The *Great Britain* was extensively rebuilt by her new owners, and reappeared with a pair of funnels, arranged athwartships, and only four masts. When she resumed sailings in May 1852 she made one more North Atlantic voyage from Liverpool to New York, after which she ran in the Australian trade. Her engines were removed in 1882. Subsequently she made a number of voyages to Australia as a three-masted sailing ship, ending her days as a hulk in the Falkland Islands. She was beached in 1937 at Sparrow Cove, where she can still be seen.

The Great Western Steam Ship Company's affairs were wound up in 1852.<sup>2</sup> Its failure can be attributed to the building of the costly *Great Britain* instead of one or more wooden consorts to the *Great Western*, as originally contemplated. In any event it is unlikely that the Company would have thrived without a subsidy, and this is borne out by the fact that the *Great Western's* activities were also carried out at a loss.

1. 1838 *Great Western*  
1,340. 212 × 35. C-1-4. W-P-SL2-9 (Patterson). (I-128 aft, 20 forward). 1838 (8/4) M/V Bristol-New York. 1840 tonnage increased to 1,700. 1842 Bristol-New York-Liverpool and vice versa. 1843 Liverpool-New York. L/V 1846. 1847 sold to Royal Mail Steam Packet Co. 1857 scrapped.
2. 1845 *Great Britain*  
3,270. 289 × 50. C-1-6. I-S-GD4-9 (Patterson). Laid down as *Mammoth*. (I-360). 1845 (26/7) M/V Liverpool-New York. 1846 masts reduced to 5. 1846 (22/9) grounded in Dundrum Bay (Co. Down). 1847 (August) salvaged and towed to Liverpool. 1850 sold to Gibbs, Bright & Co. (for later details see text).

FUNNEL: Black.

(1) *The Times*, 24/3/46 and 30/4/46.

(2) *The Times*, 9/2/52.

## Chapter 7

1838

CITY OF DUBLIN STEAM PACKET COMPANY  
(BRITISH)

THE 600 ton wooden paddler *Royal William*, the only steamer to operate on the North Atlantic for the CITY OF DUBLIN STEAM PACKET COMPANY, has hitherto been regarded as under charter to the Transatlantic Steam Ship Company (chapter 8). This is not technically correct as contemporary advertisements of her first voyage made no mention of this concern and referred exclusively to the City of Dublin Company.<sup>1</sup>

The *Royal William* made three round voyages between Liverpool and New York, after which she returned to her less exacting duties in the Irish Sea. She was notable as the first steamer to have a hull divided into watertight compartments, of which there were five, and must not be confused with a Canadian steamer of the same name.

1. (1838) *Royal William*  
617. 175×27. C-1-2. W-P-SL2-7 (Wilson). Built 1837. 1838 (5/7) F/V  
Liverpool-New York. 1838 (15/12) 3rd and L/V ditto. 1838 scrapped.

FUNNEL: Black.

## Chapter 8

1838-40

TRANSATLANTIC STEAM SHIP COMPANY  
(BRITISH)

THE TRANSATLANTIC STEAM SHIP COMPANY was a subsidiary of the City of Dublin Steam Packet Company, one of whose founders, Charles Wye Williams, was appointed managing director.

After the completion of a round voyage between Liverpool and New York by the parent company's *Royal William* (chapter 7), a prospectus of the Transatlantic Company appeared in September 1838 and stated that the steamer *Liverpool* had been purchased. Two further steamers were under construction.

The *Liverpool* left Liverpool for New York in October 1838, the voyage being unduly protracted as severe weather made it necessary for her to put back to Cork to refuel. She was a bitter

(1) *The Times*, 2/7/38 (adv.).



disappointment to her owners, her outward voyages averaging 20 days and her homeward at least 15, and in addition a considerable loss was incurred on each of her seven completed round voyages. The service was accordingly withdrawn early in 1840, both the *Liverpool* and her unfinished consort *United States* being sold and the Company disbanded.

The *Liverpool* was the first North Atlantic steamer to have two funnels, another interesting feature being the provision of "warm and cold baths".

1. 1838 *Liverpool*

1,150. 223×31. C-2-3. W-P-SL2-7 (H. & M.). (I-98). 1838 (20/10) M/V Liverpool-New York (arrd. 23/11). 1839 (16/12) L/V New York-Liverpool. 1840 became *Great Liverpool* (P. & O.). 1846 wrecked off Cape Finisterre.

- ——— *United States*

(Never commissioned by Company. Became *Oriental* (P. & O.).)

FUNNEL: Black.

## Chapter 9

1838

s.s. *COLUMBUS*

(BRITISH)

THE 330 ton wooden paddle steamer *Columbus* was completed in 1838 and, although the intention to run her on the North Atlantic never materialised, is worthy of a short description on account of her novel quicksilver boiler.

In non-technical language, the method adopted was for a "pan" of quicksilver to be heated to a high temperature by a mixture of coke and anthracite. Water was injected on the quicksilver and was instantly converted into high pressure steam, which was used to drive an engine having two cylinders 40 inches in diameter by 42 inches stroke. The exhaust steam was condensed and the process repeated. It is important to bear in mind that quicksilver has the high boiling point of over 350 degrees centigrade—that is to say a boiling point greatly in excess of that of water.

The *Columbus* made a trial trip from Liverpool to London and back in the spring of 1838 and attracted much favourable comment by her ability to steam at 8½ knots on a fuel consumption of only three tons a day. Unfortunately her success was short-lived as a serious explosion caused the abandonment of the scheme.

1. (1838) *Columbus*

330. 145×21. C-2-3. W-P-I(2)-8.

## Chapter 10

1840

## CUNARD LINE

(BRITISH)

- 1840. British & North American Royal Mail Steam Packet Co.
- 1878. Cunard Steam Ship Company Limited
- 1934. Cunard-White Star Limited

**I**N November 1838 the Admiralty invited tenders for the conveyance of the mails by steamship between England and North America. A copy of the advertisement reached a prosperous Nova Scotian merchant, Samuel Cunard, who studied its contents with great interest and decided to proceed to London, where, on May 4th 1839, he was awarded a contract valued at £50,000 per annum to run a fortnightly service of steamers between Liverpool, Halifax and Boston during eight months of the year and monthly during the remainder.

Cunard had already had discussions with a well-known Glasgow engineer, Robert Napier, who, when the talks were resumed, recommended the building of four instead of three steamers, all appreciably larger than those originally contemplated. Renewed negotiations with the Admiralty took place and the subsidy was increased to £60,000.

The problem of finding the necessary capital had already been solved. Robert Napier had introduced Cunard to George Burns of Glasgow and the brothers David and Charles MacIver of Liverpool. They in turn introduced various friends and a total of £270,000 was soon bespoken, a company with the imposing title of **BRITISH & NORTH AMERICAN ROYAL MAIL STEAM PACKET COMPANY** being formed. Cunard himself was the principal subscriber with £55,000, and from early days the Company was popularly known as the **CUNARD LINE**.

Napier had undertaken to build the engines for the four steamers but sub-contracted for the hulls, the first of which was launched on February 4th 1840. Three months later the 400 ton steamer *Unicorn* sailed from Liverpool to Halifax and Boston in preparation for the establishment of a feeder service between Pictou (near Halifax) and Quebec. The voyage bore no other significance.

The first mail sailing was taken by the 1,100 ton wooden paddle steamer *Britannia*, which left Liverpool on July 4th 1840 for Halifax and Boston. The *Acadia* followed on August 4th, and one of the quartette took subsequent sailings on the 4th and 19th of each month except during four winter months (4th only). Sunday departures were postponed to the Monday. On her maiden voyage the *Britannia* reached Halifax in 12 days 10 hours.



The service was maintained with great regularity, but an erroneous belief still exists that the financial results were equally good. Samuel Cunard had but meagre data on which to estimate operating costs and soon found that his figures were over optimistic. He accordingly placed the facts before the Admiralty who, in September 1841, agreed to substitute a new contract valued at £81,000 a year on condition that a fifth steamer be built.<sup>1</sup>

The value of this move became apparent in July 1843 when, a few weeks after the *Hibernia* had been placed in commission, the *Columbia* was wrecked on Cape Sable—fortunately without loss of life. A new keel was laid down forthwith.

By 1847 all the rival British North Atlantic steamship lines, none of which were subsidised, had faded out. Instead, the American-owned Ocean Line started operations between New York, Southampton and Bremen, but made no pretence of competing with the Cunard ships in the matter of speed. The inauguration of the new service coincided with the expiration of the Cunard mail contract. The new one was valued at £156,000 per annum and called for a weekly service during eight months of the year and fortnightly during the remainder. Sailings were to be via Halifax to Boston and New York alternately, the first New York sailing being taken by the *Hibernia*, which docked there in December 1847. The feeder service (summer only) between Pictou and Quebec was withdrawn.

This increase in service resulted in four new steamers being ordered from Robert Napier, who again sub-contracted for the hulls. The 1,800 ton *America* was the first to be completed and inaugurated the weekly sailings in April 1848. The ships cost over £80,000 each and were in effect improved versions of the first quartette, of which the *Britannia* and *Acadia* were sold in the following year. Six ships with another in reserve were sufficient to maintain the service.

When the American-owned Collins Line started operations in 1850 it was abundantly clear that they would become formidable competitors of the Cunard Line as their steamers were much larger and more luxurious than any hitherto built and operated exclusively between New York and Liverpool. Steps had already been taken to improve the Cunard fleet. The 2,200 ton *Asia* and *Africa* were nearing completion, and two further ships were laid down. In return a twelve year contract was signed, the subsidy being reduced to £145,000 per annum, but to compensate for this the Company was awarded a subsidiary contract between New York and the British West Indies.

Three innovations were made in order to meet the Collins competition—the Liverpool–New York steamers omitted the Halifax call both outwards and homewards; the weekly sailings took place all the year round; and “second cabin” as well as “cabin” (or “chief cabin”) passengers were carried.

(1) *The Times*, 28/9/41.

The Collins steamers took a little time to settle down into record-breakers, but in 1851 their passages averaged about half a day less than those of their British rivals. Their accommodation, although over-ornate according to present-day standards, included such refinements as steam heating, bathrooms and a barber's shop. During the first eleven months of 1852 they carried 4,300 passengers between New York and Liverpool in comparison with the Cunard total of under 3,000.

The advent of the Collins Line attracted so much attention that a far-reaching and much more lasting development was to some extent overlooked, namely, the establishment of a service between Glasgow and New York by the screw steamer *City of Glasgow* under the management of her builders. This was not the first attempt to introduce screw propulsion on the North Atlantic, but was the first really successful one. The belief still exists that the Cunard Line was unduly hesitant in building screw steamers. This was far from being the case, and only three months after the *City of Glasgow's* pioneer voyage it was announced that "It is the intention of the owners of the British and North American Royal Mail steam ships to commence a line of screw steam ships of great size and power . . . . independently of the splendid ships now employed under contract with Her Majesty's Government".<sup>1</sup>

Rather more than two years elapsed before the 1,400 ton iron screw *Andes* and *Alps* inaugurated the new service between Liverpool and New York. They carried 1,000 tons of cargo in addition to cabin and second cabin passengers, their low running costs combined with moderate speed enabling them to compete effectively with the sailing packets, which were still a power to be reckoned with. It has been said that the screw steamers *Australian* and *Sydney* joined the Cunard North Atlantic service at this time. In fact, they were engaged in the Australian trade.

In accordance with the conditions of the new mail contract, the 2,400 ton wooden paddle steamer *Arabia* was launched in December 1851 and was closely followed by the *Persia*. The former was, however, sold to the Royal Mail Steam Packet Company before completion and the name *Arabia* given to her sister ship, which had a number of new features including steam heating, a cupola over the saloon to give increased height, two libraries and a comfortable smoking room. She was the last wooden Cunarder and the least successful, but her accommodation compared with that of the Collins ships.

Five new screw steamers were completed in 1853 but, instead of being detailed to the North Atlantic, inaugurated a new service from Liverpool to Gibraltar, Malta and other Mediterranean ports, although one of them (the *Taurus*) made one or two voyages to New York later in the year.

Great Britain and France declared war on Russia in March 1854. A month previously three Cunard ships had been chartered

(1) *The Times*, 24/7/50.



to carry men and supplies to strengthen the garrison in Malta, and several more were taken up in preparation for the landing of the allied armies in the Crimea in the following September. As a result the New York service was withdrawn for more than a year. In addition the 2,200 ton iron screw *Jura* and *Etna* were pressed into the transport service as soon as completed. The former was the longest steamer in the world, although the *Great Britain* and the P. & O. *Himalaya* exceeded her in tonnage on account of their greater beam.

The New York service was resumed in January 1856, the second sailing being taken by the new 3,300 ton iron paddle steamer *Persia*, which had been built expressly to regain the speed record. Although she made a slow trip as the result of a minor collision with an iceberg, she arrived safely, but the Collins *Pacific*, which had sailed three days earlier, was never heard of again. Her loss sounded the death-knell of the Collins Line and, thanks to a succession of record voyages by the *Persia*, the Cunard Line regained supremacy.

Early in 1856 the *Etna* inaugurated a new service from Havre to New York. According to a contemporary report it was intended to become a regular feature<sup>1</sup> but was abandoned after a handful of voyages. Instead, a feeder service between Liverpool and Havre was provided by the screw steamer *British Queen*, which was retained by the Company until the closing years of the century.

The *Etna* opened a new service from Liverpool and Southampton to Malta and Alexandria in 1857, thereby providing an overland connection with the newly-founded European & Australian Company's service from Suez to Colombo and Australia. The paddle steamer *Cambria* provided a connecting link between Marseilles and Malta. The *Jura* and *Etna* made several further voyages to Alexandria, but the European & Australian Line soon went into liquidation.

Most of the Cunard screw steamers were employed in the Mediterranean trade during 1857, but they made a few North Atlantic voyages, and on one occasion the *Alps* carried the mails of the Collins *Baltic*, then undergoing refit. A regular "extra" service to New York came into operation in 1859. In the previous December the subsidiary mail service between New York and the West Indies, provided for under the 1850 mail contract, had at last got started and was undertaken by the screw steamer *Karnak*. Instead of being a through service between Liverpool, New York, Jamaica and Panama as originally intended, the itinerary was New York-Nassau-Havana and vice versa.

On November 6th 1859, the Cunarder *Canada*, which had sailed from Liverpool for Boston on the previous day, inaugurated a fortnightly call at Queenstown (Cobh) outwards and homewards, and from March 1860 the New York mail steamers also called there. An important advantage was that by proceeding from London to Queens-town via Holyhead and Dublin, passengers and mails for Canada or the United States saved about twelve hours in journey time.

(1) *The Times*, 26/3/56.



1870 *Parthia* 3,167 tons  
 1870-84 ran for the Cunard Line; 1887-1952 ran on the  
 Pacific. 1954 sold for conversion into a barge. (10-48)

CUNARD

facing page 16

1875 *Ottawa* 5,008 tons  
 1875-1903 ran for White Star Line as *Germanic*. 1905 renamed  
*Ottawa* and ran for Dominion Line. Scrapped in 1950. (72-30)

NAUTICAL PHOTO AGENCY







1923

*Franconia*

20,158 tons

At present running between the United Kingdom and Canada, as are her surviving consorts, *Scythia* and *Samaria*. (10-96)

CUNARD

*facing page 17*

1939

*Mauretania*

35,738 tons

A larger but slower version of her famous namesake. Bears no resemblance to her consort, *Caronia* (frontispiece). (10-107)

CUNARD





After the disbanding of the European & Australian Line their 2,900 ton screw steamer *Australasian* was purchased by the Cunard Line. She was a disappointing ship and seldom averaged more than four or five round voyages a year, but for a time was the largest screw steamer in service on the North Atlantic, and in December 1860 made Cunard history by leaving Liverpool for New York with the mails, this being the first time that the duty had been entrusted to a screw steamer.

It is not generally known that the *Etna* and *Jura* were the first Cunard steamers with steerage accommodation, which was fitted in 1860—a few months before both ships were sold. James Baines & Co., the sailing packet owners, were at that time the steerage brokers for the Company.<sup>1</sup>

The *Hecla*, *Marathon* and five other 1,800 ton screw steamers were completed from 1860 onwards and were followed by five larger ships of similar type, all having accommodation for about 50 cabin and 500 steerage passengers. Some were detailed at once to the North Atlantic; others started their careers on the Mediterranean service, but with one exception (the *Morocco*) all were employed on the North Atlantic for an appreciable part of their lifetimes. The last regular transatlantic voyages took place in 1884, but the *Marathon* made a special voyage as late as 1892. Most of the ships were scrapped before the turn of the century although the *Hecla* survived until 1954, having passed out of Cunard ownership many years previously.

Two famous ships were placed in commission in 1862, namely, the 2,500 ton iron screw *China*, which was the first screw steamer to be built for the Company's mail service, and the 3,900 ton iron paddle *Scotia*, which was the last paddle steamer to be built for the Company. It will be interesting to make a few comparisons. The *China* had a length of 326 feet as against the 379 feet of the *Scotia*, and geared oscillating engines, her speed being about 12 knots on a coal consumption of 80 tons a day. The *Scotia* was fitted with side lever engines and had a speed of about 14 knots on a coal consumption of 160 tons a day. The *China* carried 150 cabin passengers, 770 steerage and 1,400 tons of cargo, whereas the *Scotia* carried 275 cabin and 1,050 tons of cargo. They had approximately the same earning power, but in capital cost and running expenses there was a big advantage in favour of the screw steamer. Why then was the *Scotia* built? First and foremost because the paddle steamer was still the fastest means of marine propulsion, and the Cunard Line was determined to have the fastest ships. The *Scotia* was extremely popular.

The *China* was followed by the 2,700 ton screw *Cuba* and *Java* and in 1867 by the 3,000 ton *Russia*, which was a particularly graceful ship and the first screw steamer on the North Atlantic to equal the speed of the fastest paddle steamers. The *Russia*, *Scotia* and *Persia* took charge of the New York mail service, while the *Java*, *Cuba* and

(1) *The Times*, July 1860 (adv.).



*China* sailed to Halifax and Boston, but the *Persia* was withdrawn at the end of 1867, as was the last surviving wooden paddle steamer, the *Africa*.

The Company's mail contract with the Admiralty expired at the end of 1867 and a new contract with the Postmaster-General, who had taken over responsibility for the ocean mails, came into operation for one year. The subsidy was £80,000 for a weekly service from Liverpool to New York via Queenstown. The last Cunard mail sailing to Halifax and Boston was taken by the *Cuba* on December 21st 1867, the contract for carrying the mails to Halifax having been transferred to the Inman Line.

The weekly New York service was subsequently undertaken by the *Scotia*, *Russia*, *Java*, *Cuba* and *China*, the *Australasian* acting as a reserve steamer. Thus, five steamers instead of six were required.

In partial compensation to the Bostonians for the loss of their terminal service, the extra steamers of the *Hecla* class called at Boston every fortnight en route to New York, and from November 1868 the service was increased to weekly.

A new mail subsidy came into operation in 1869, the amount payable being £70,000 a year for weekly services from Liverpool to New York via Queenstown and Liverpool to Boston via Queenstown although the latter did not fully materialise for some time. In April 1871 the brisk state of business enabled a third service to be introduced—an extra service to New York.

Early in 1870 the *Australasian* reappeared as the *Calabria*, having received new single expansion engines and improved passenger accommodation. In addition, the 2,550 ton *Batavia* had been purchased on the stocks and was notable only because (apart from the *Brandon* (chapter 39)) she was the first newly-built steamer on the North Atlantic to be fitted with compound engines. Further new ships were the 3,000 ton *Abyssinia*, *Algeria* and *Parthia*. The two first-named had single expansion engines, the only innovation being their straight stems, but the *Parthia* had compound engines. The introduction of this new system of propulsion was one of the major turning points in the development of the liner, and led at once to the building of much larger ships. Fuel costs were reduced by about a half, with a corresponding reduction in bunker requirements and increase in earning power.

The Company had lost the "Blue Riband" to the Inman Line in 1869 after having held it for 13 years. The White Star Line dealt them a much heavier blow in 1871 by inaugurating a service between Liverpool and New York with a fleet of ships having compound engines and passenger accommodation so far ahead of existing standards that it is hardly an exaggeration to say that the entire Cunard fleet became out-of-date overnight. The Company did all they reasonably could to put their fleet in order. The *China* and six of the *Hecla*'s were compounded, four of them being lengthened in addition, and the 4,550 ton *Bothnia* and *Scythia* were placed in

commission. They were larger but slower than the *White Star Oceanic*.

A service from Glasgow to the West Indies was started by the Company in 1872 with the iron screw steamers *Trinidad* and *Demerara* of 2,000 tons, but it was not a success and was withdrawn rather more than a year later, the ships being transferred to the Mediterranean trade. Apart from the loss of the pioneer *Columbia* the Company had hitherto had an almost unblemished record. In May 1872 the extra steamer *Tripoli* was wrecked, but again there was no loss of life.

The boom which resulted from the Franco-Prussian war of 1870 was of short duration, and owing to the ensuing slump the Tuesday extra service to New York was withdrawn at the end of the 1873 season.

The Company's mail contract expired on December 31st 1876 and was replaced by a new agreement whereby the Company received 4s. a lb. for letters and 4d. a lb. for newspapers. The subsidy was withdrawn and never reinstated.

By 1878 the North Atlantic fleet was but a shadow of its former self. Many famous ships had been sold, the principal survivors being the *Scythia*, *Bothnia*, *Parthia*, *Algeria* and *Abyssinia*, none of which was up to the standard of the White Star fleet. The subsidiary Boston steamers were completely outclassed. It was imperative for the Company to undertake a heavy programme of improvements, the cost of which was far beyond its resources. The only solution was to raise additional capital, and in 1878, therefore, the CUNARD STEAM SHIP COMPANY LIMITED was founded with a nominal capital of £2,000,000, of which £1,200,000 was issued to the descendants of the three founders, Cunard, Burns and MacIver. Two years later the public were invited to subscribe the balance of £800,000, and this they were eager to do.

A few historical details are long overdue. David MacIver died in 1845, and his brother Charles subsequently directed the Company's affairs in Liverpool. Samuel Cunard received a baronetcy in 1859 and died on April 28th 1865 at the age of 78. George Burns retired in 1860. He was succeeded by his son John, who afterwards became the first Lord Inverclyde.

The 4,800 ton *Gallia* had been laid down before the 1878 financial reorganisation took place and joined the fleet in the following year. Although successful she was in no way outstanding, her principal new feature being steam steering gear operated from a forward bridge, whereas the *Bothnia*'s had only emergency steam gear.

Owing to its mail commitments, the Company did not have much opportunity to experiment with new routes. One of the few exceptions was a special voyage made by the *Batavia* in February 1880 from Liverpool to Bombay via Suez.<sup>1</sup> It is clear from contemporary advertisements that this was a Cunard-sponsored sailing, but the experiment was not repeated.

(1) *Glasgow Herald*, 23/1/80 (advtd.).



The first ship to be built under the new régime was the 4,850 ton *Catalonia*, which was a slower and less luxurious version of the *Gallia*. Although intended for the Boston service, she spent the first two years of her life in the New York trade, but the 5,500 ton *Cephalonia* and *Pavonia* which followed were directed to the Boston route from the first.

The enterprise of the newly-organised Company began to bear fruit from the despatch of the 7,400 ton *Servia* from Liverpool to New York in November 1881. Nevertheless, although she was an outstanding Cunarder she was not unique. For instance, the Inman *City of Rome* was larger; the Allan *Buenos Ayrean* and *Parisian* had anticipated her steel construction; the Guion *Arizona* was faster. Nor was she the first North Atlantic liner to be fitted with electric light, although this feature attracted a lot of attention.

The 7,300 ton *Aurania* appeared in 1883, her major difference compared with the *Servia* being in dimensions. The latter had a ratio of length to beam of almost 10 to 1, whereas the *Aurania*'s ratio was 8·2 to 1. In effect, this was merely a reversion to the standards in use until the late 1860's. It may be noted that the *Servia*'s dining saloon was situated well aft of amidships, whilst the *Aurania*'s saloon was slightly forward of amidships.

During the summer of 1884 the Guion Line was unable to pay the outstanding instalments to the builders of their record-breaker *Oregon* with the result that she was taken over by the Cunard Line. In the same year she made two record voyages for her new owners. Thus, after an interval of about 15 years, and thanks to the enterprise of a rival concern, the Cunard Line was once again in possession of the "Blue Riband". After a few more voyages the *Oregon* was temporarily converted into an auxiliary cruiser. When she re-entered commercial service it was decided that she should inaugurate a new express service between Liverpool and Boston, but this never eventuated, however, as on her last scheduled voyage to New York she collided with an unknown schooner and sank almost immediately. Her entire complement of nearly 900 passengers and crew were saved by the N.D.L. *Fulda*.

The 7,700 ton *Umbria* and *Etruria* were already under construction for the Company at the time of the *Oregon*'s purchase. They slightly exceeded her in size, and were the last North Atlantic express steamers to be fitted with compound engines and almost the last with single screws. The *Etruria* quickly developed into a record-breaker but the *Umbria* took a year or more to settle down into her stride. A feature of both ships was that their speed improved appreciably with age. They and the *Aurania* and *Servia* were able to maintain a weekly service between Liverpool and New York.

The *Gallia*, *Bothnia* and *Scythia* were transferred to the Boston service, from which, apart from a few special voyages, the last of the "Hecla" class ships were withdrawn. In 1888, however, the *Gallia* and *Bothnia* started a fortnightly extra service from Liverpool to

New York. The *Parthia* and *Batavia* had been handed over to John Elder & Co., the builders, in part-payment for the "*Umbrias*".

A contract was signed in August 1891 for two new express steamers, the 12,950 ton twin-screw *Campania* and *Lucania*, to compete against the 10,000 tonners already in commission for the Inman & International and White Star Lines. The Cunard newcomers were propelled by 5 cylinder triple expansion engines, and were the first of the Line to abandon sail power. Apparently they were also the first Cunard ships on which the premier class was officially referred to as first class. In addition they were the first North Atlantic liners to be built with single berth cabins and with suites—that is to say, single or double cabins with a communicating sitting room. It should be added that the *Aurania* already had one or two pairs of rooms sometimes referred to as suites or "bridal chambers", but they were not comparable with those of the *Campania*.

In April 1893 the *Campania* made the fastest maiden voyage to date, and homeward bound regained the "Blue Riband" for the Company after a lapse of four years. She and the *Lucania* were such consistent performers that during the second half of 1894 their average speed was over 21 knots in each direction.

A great sensation was caused in 1897 when the N.D.L. placed in commission the 14,000 ton *Kaiser Wilhelm der Grosse*, which was then the largest steamer in the world and quickly captured the speed record for Germany.

Apart from the introduction in 1895 of the two 5,600 ton cargo and cattle steamers *Carinthia* and *Sylvania*, little had been done since the early 1880's to improve the Liverpool-Boston service. In 1899, however, the 10,400 ton *Ultonia* was commissioned, to be followed by the 14,000 ton *Ivernia* and *Saxonia*, which were not only the largest steamers in the Company's fleet but vied with the much larger White Star *Celtic* in being the steadiest ships on the North Atlantic. On one of her voyages in 1901 the *Saxonia* left Liverpool with 2,260 passengers—at that time the largest number of fare-paying passengers to travel from Britain to North America in one ship.

The *Servia*, *Aurania* and *Umbria* carried troops to the Boer War, the first-mentioned being sold in 1901 after returning for a short spell of commercial service on the North Atlantic. One of the Boston cattle ships was wrecked whilst carrying mules from New Orleans to South Africa.

At the turn of the century the Company had only eight ships engaged on the North Atlantic—less than at any time since the early 1850's. The *Campania*, *Lucania*, *Etruria* and *Umbria* looked after the New York service; the *Ivernia*, *Saxonia* and *Ultonia* carried passengers and freight and the *Sylvania* freight and cattle to Boston. The *Aurania* was still engaged in trooping. Energetic steps were soon taken to enlarge the fleet.

The International Mercantile Marine Company was formed in the U.S.A. in 1902 and acquired the White Star and several other



important North Atlantic lines. For a time it seemed likely that the Cunard Line would itself be absorbed into the combine, but instead the British Government came to a 20 years' agreement to advance the cost of building two large and fast steamers by a loan bearing interest at  $2\frac{3}{4}$  per cent per annum on condition that the Company remained a purely British concern.

While these plans were maturing, the Company built the 13,550 ton *Carpathia*, which, like the "*Ivernia*", was fitted with quadruple expansion engines and detailed to the Boston route.

In 1903 the Cunard Line were appointed the official agents for Hungarian emigration. As a result, the *Aurania* was despatched from Fiume, Trieste, Venice and Palermo to New York in November 1903 and was followed by the *Carpathia*. Subsequent sailings were taken by the 10,000 ton *Pannonia* and *Slavonia*, both of which were purchased from other owners.

The Company had appointed a committee to consider the advisability of fitting the new express liners with turbine propulsion. A series of tests was carried out at Newcastle-on-Tyne, and with the cross-channel steamers *Brighton* and *Arundel*, which were identical except that the former had turbine and the latter reciprocating engines. A report in favour of turbines having been received, it was decided to instal machinery of this type in the second of two 20,000 ton intermediate type liners already under construction. The first of these ships, the twin-screw *Caronia*, had quadruple expansion machinery, but her sister ship, the *Carmania*, was given triple screws, the centre shaft being driven by a high pressure turbine and the outer shafts by low pressure turbines. On trials she attained a mean speed of over 20 knots—over  $\frac{3}{4}$  knot more than the *Caronia*—and was the third steamer on the North Atlantic to have turbine propulsion. The *Caronia* and *Carmania* were the first British liners in the trade to be fitted with Stone-Lloyd apparatus for hydraulically closing the doors of the watertight compartments by a lever placed on the bridge.

The contracts for the two express steamers were signed in May 1905, the *Lusitania* being launched by John Brown of Clydebank in June 1906, and the *Mauretania* by Swan Hunter on the Tyne in the following September. Both exceeded 30,000 tons and had quadruple screws instead of the triple screws originally contemplated. Their accommodation was on a scale hitherto unapproached.

The London & North Western Railway built a special "train de luxe" to convey passengers from London to Liverpool in connection with the maiden voyage of the *Lusitania* on September 7th 1907 to New York via Queenstown. Everything went according to plan, and on her second voyage she regained the "Blue Riband" with an average speed of 23.99 knots. For more than a year the *Lusitania* and *Mauretania* took turns to beat each other's records. Both ships were then fitted with propellers of improved design, and the *Mauretania* subsequently proved herself to be slightly the faster.

During the years 1909-11 inclusive she averaged well over 25 knots in each direction during the course of 44 round voyages.

The *Umbria* and *Etruria* were scrapped in 1909-10, as was the *Lucania* after being burnt at her berth in Liverpool. There was fortunately no loss of life when the *Slavonia* of the Fiume-New York service was wrecked in the Azores.

In August 1909 the Company tried the experiment of including Fishguard as a port of call for some of their steamers, and in the following year 14,000 passengers and 55,000 bags of mail were landed there. However, few practical advantages were gained and the call was abandoned, although it was reintroduced to a limited extent in 1914.

It was announced in March 1911 that the Company had purchased the three passenger steamers engaged in or under construction for the Thomson Line service between London and Canada, which had recently come under the control of the Cairn Line. The new service was opened by the *Albania* (ex-*Cairnrona*), which sailed from Southampton for Quebec and Montreal on May 2nd 1911, having previously loaded in London. This was the first Cunard commercial sailing direct to the St. Lawrence and the first to any Canadian port since December 1867. The *Ausonia* and *Ascania* followed. With the closing of the St. Lawrence River to navigation the steamers proceeded direct to Portland (Maine), and in subsequent winters made an intermediate call at Halifax.

The 18,100 ton *Franconia* and *Laconia* were completed for the Liverpool-Boston service. They were built with an eye to winter cruising in the Mediterranean and were the first Cunard steamers to have a gymnasium. Other improvements included moveable chairs instead of revolving seats in the first class dining saloon, and fixed washbasins with running water instead of "folding lavatories" in the first class cabins.

The Company had made remarkable progress during the previous ten years. It had purchased or built eleven new steamers, three more were under construction, and four distinct North Atlantic services were maintained. Evidence of the Company's sound financial position was forthcoming in 1912, when the entire ordinary share capital of the Anchor Line was bought up.

The 13,400 ton *Andania* and *Alaunia* were completed in 1913 for the Canadian service, but a third ship, the *Aurania* (II), was not commissioned until 1916. She was propelled by geared turbines, whereas the first two had quadruple expansion engines.

For some years there had been a growing tendency to abolish first class on the older North Atlantic steamers, and to combine first and second class under the description "second class". When the *Andania* and *Alaunia* appeared it was announced that "Cabin (II) fares" would be charged for their best accommodation, but within a few weeks the advertisement was amended to read "One class cabin (second cabin)"—a change that was probably made at the instigation of the North Atlantic Passenger Conference.



The 46,000 ton White Star *Olympic* was commissioned in June 1911. During the same month the keel of a ship of similar size was laid at Clydebank for the Cunard Line. She was launched in April 1913 as the *Aquitania*, and sailed on her maiden voyage from Liverpool to New York in May 1914.

For the next few months the *Aquitania*, *Lusitania* and *Mauretania* maintained a weekly sailing between Liverpool and New York, the Queenstown call being omitted, and a weekly service was thus possible with only three steamers. The *Caronia*, *Carmania*, *Franconia* and *Laconia* provided a weekly service between Liverpool, Queenstown and Boston. The Mediterranean-New York service was undertaken by the *Ivernia*, *Saxonia*, *Carpathia*, *Ultonia* and *Pannonia*.

Soon after the outbreak of World War I in August 1914 the *Aquitania*, *Caronia* and *Carmania* were taken up as armed cruisers, but the *Aquitania* was involved in a collision and had to return to port. For a time regular services were maintained on the Company's normal routes from Britain, but when other ships were taken up for special duties the Boston service was withdrawn. The 14,300 ton *Transylvania* left Liverpool on her maiden voyage to New York in November 1914 and was notable as the first North Atlantic liner to be fitted with geared turbines. In addition the Company chartered the 15,500 ton *Orduña* from the Pacific Steam Navigation Company, to whom she was not returned until well after the armistice.

The *Lusitania* left New York for Liverpool on the day that hostilities started. She sailed once a month until May 1915, when, on the 7th, she was torpedoed by the German submarine U-20 near Queenstown. She sank in less than twenty minutes with a loss of 1,198 men, women and children. The *Mauretania* was scheduled to leave for New York a few days later, but her voyage was wisely cancelled.

Instead, the Anchor *Cameronia* called at Liverpool en route from Glasgow to New York. Subsequently a joint Cunard-Anchor service was maintained by the Anchor *Cameronia*, *Tuscania* and *California* and the chartered *Orduña*. Both the *Tuscania* and the *Transylvania*, which had been transferred to the Anchor Line flag, had been built for a joint Cunard-Anchor service between the Mediterranean and New York.

The war did not stop the expansion of the Cunard Line's activities and in 1916 the fleet and goodwill of the Canadian Northern Steamship Company and its subsidiary, the Uranium Steamship Company, were acquired. The Canadian Northern had been running a fortnightly service between Bristol and Canada with the *Royal George* and *Royal Edward*, both of which became transports and the latter had already been sunk. Later in the same year the Anchor Line acquired the four passenger steamers belonging to the Donaldson Line, thereby, in effect, giving the Cunard Line an entry into the Glasgow-Canada trade. A third acquisition—that of the Commonwealth & Dominion Line—was related to the Australasian and not the North Atlantic trade.

Four small captured German cargo steamers had been purchased by the Company in 1915, but the remainder were sold after one of them had foundered at sea. Instead five 6,000 tonners were acquired and given names beginning with "V". Only two survived the war.

When the Liner Requisition Scheme came into operation in 1917 the Shipping Controller placed a vast number of ships under Cunard management, three of the most interesting being the *Czar*, *Czaritza* and *Dwinsk*, formerly of the Russian American Line.

Some idea of the immense contribution made by the Cunard Line to the national war effort will be apparent if it is mentioned that over 900,000 troops and many million tons of cargo were carried during the period of hostilities, after which large numbers of troops were repatriated to Canada and the U.S.A. The outstanding feat by a Cunard ship took place in September 1914, when the *Carmania* sank the German armed cruiser *Cap Trafalgar* off the South American coast. The *Aquitania* had a varied range of duties. After her collision she was laid up until May 1915. For six months she became a troopship and then for a year a hospital ship. She was again laid up during 1917, and finally carried American troops to Europe. It was originally intended that the *Mauretania* should become an armed cruiser. Instead, she became a troopship in 1915, a hospital ship in 1916, and a troopship again from 1917 onwards.

In addition to the *Lusitania* no fewer than nine units of the Company's pre-war fleet were lost by enemy action and another was wrecked. This left only six survivors, namely, the *Aquitania*, *Mauretania*, *Carmania*, *Caronia*, *Saxonia* and *Pannonia*. In addition there was the *Royal George*, which, like the *Pannonia*, was of doubtful value.

A skeleton service between Liverpool and New York was resumed soon after the Armistice. Early sailings were taken by the *Carmania*, *Orduña*, *Caronia*, *Royal George* and *Saxonia*, assisted by some chartered ships, including several passenger liners well-known in other trades. The *Saxonia* was soon transferred to a new service from London to New York, while the *Pannonia* restarted the Company's New York-Adriatic service in partnership with two small Anchor Line ships. She was withdrawn at the end of 1921 owing to Italian competition and the restrictions imposed by the Italian Government.

By the early spring of 1919 the Company was advertising services from Liverpool, Bristol, Rotterdam and Antwerp to New York, London and Liverpool to Boston, London and Bristol to Philadelphia, and London and Bristol to Portland (to Montreal in summer). With the exception of the two services from Liverpool, these were all new ventures and for the most part were carried out by a series of wartime "standard" cargo steamers, of which ten were purchased and three more chartered. All were given "V" names.

It had been announced in February 1919 that the Company would replace the German lines in the Southampton-Cherbourg-



New York trade, and the first advertised sailing was taken by the *Aquitania* in June 1919. The *Mauretania* and *Royal George* followed, and in the autumn the *Caronia* replaced the *Aquitania*, which underwent conversion to oil-burning, thereby reducing her stokehold hands from 350 to 50.

The 52,000 ton ex-German *Imperator* had been handed over to the Shipping Controller, who placed her under the Company's management in 1920. She was detailed to the Southampton express service, but a second ex-German ship, the 24,600 ton *Kaiserin Auguste Victoria*, replaced the *Orduña* on the Liverpool–New York service. She was sold to the Canadian Pacific a year later.

An intensive rebuilding programme had been in progress for some time, and the first of the new ships, the 12,800 ton *Albania* (II), sailed from Liverpool for New York in January 1921. She was similar in dimensions to the "A" steamers built for the Company before the war, but differed considerably in appearance and her accommodation was for cabin passengers only. The next newcomer was the 16,350 ton *Cameronia* and the first of the new Anchor Line fleet. She was extensively employed by the Cunard Line for more than a year.

In order to avoid outbidding each other, the Cunard and White Star Lines jointly purchased the *Imperator* and *Bismarck* (later the *Majestic*) from the Shipping Controller early in 1921. The partnership remained in force for about ten years, although each Line took full control of its respective ship. The *Imperator* was renamed *Berengaria*, and started her first sailing as such on the Southampton–New York route in April 1921. Later in the year both she and the *Mauretania* were taken out of service to be converted to oil-burning.

The second of the new Cunarders was the 19,700 ton *Scythia* (II), which was an enlarged but slower version of the pre-war *Franconia*. The *Samaria* (II) and *Laconia* (II) were similar, but the final pair, the *Franconia* (II) and *Carinthia* (II), had improved accommodation and were designed to take part in long-distance winter cruises. They had exceptional facilities for exercise and sport, including a swimming pool, flanked on one side by a gymnasium and on the other by a squash rackets court. The *Samaria* restarted the Liverpool–Cobh–Boston service when commissioned in 1922, and in the following year was joined by the *Scythia*.

The year 1922 was notable because, after three years of make-shift working, the Company was able to offer the public a passenger service of high standard on at least five different routes. Equally important, the *Mauretania* and *Berengaria* returned to service, and the former began to record average speeds well in excess of 25 knots, which was a vast improvement on her earlier post-war performances. The *Berengaria*, *Aquitania* and *Mauretania* provided "the fastest ocean service in the world".

In April 1922 the *Caronia* and *Saxonia* inaugurated a new service from Hamburg, Southampton and Cherbourg to New York. The German lines were already making a praiseworthy recovery,

and the service was finally abandoned at the end of 1926, having latterly been in sole charge of one of the "A" steamers.

It was decided not to reinstate the Bristol-Canada passenger service, the rights to which had been acquired by the Canadian Northern purchase. Instead, a new service from Liverpool to Quebec and Montreal was started in April 1922. As the ships on order for the service were not ready, the first sailings were taken by the *Albania*, the Anchor-Donaldson *Saturnia* and *Cassandra* and the newly-commissioned *Tyrrhenia*, which was a replica of the Anchor *Cameronia* and had been laid down for the Mediterranean trade. One of the new "A" steamers, the 14,000 ton *Ausonia* (II), joined the service in June 1922. She was similar in most respects to the last of the pre-war "A" steamers except that she had one funnel instead of two.

It had been intended to start Canadian passenger services simultaneously from Liverpool and from London via Southampton, but the reopening of the "Channel" route had to be postponed until June 1922. The ships employed were the new *Andania* (II) and *Antonia*, which were joined by the *Ausonia* of the Liverpool service in 1923.

The Liverpool-Canadian service was in sole charge of the new Anchor-Donaldson *Athenia* in 1923, a call being made at Liverpool once a month *en route* from Glasgow to Quebec and Montreal, but a greatly improved service came into operation in 1924 by the addition of the *Carmania* and *Caronia*, which, on account of their size, did not proceed beyond Quebec. Both ships reverted to the Liverpool-New York run in 1925, when the new Anchor-Donaldson *Letitia* joined the *Athenia*. Three more "A" steamers—the *Aurania* (III), *Ascania* (II) and *Alaunia* (II) were completed in 1924-25. From 1927 onwards they and the *Ausonia* maintained a weekly service from London via Southampton and Cherbourg to Quebec and Montreal, while the *Andania* and *Antonia* sailed from Liverpool via Glasgow and Belfast. In conjunction with the Anchor-Donaldson ships they provided a weekly service.

United States restrictions on immigration during the early 1920's reacted adversely on all the North Atlantic lines, and in particular on their third class trade. A highly successful innovation was the introduction of Tourist Third Cabin, which attracted a new type of passenger. As a rule the accommodation consisted of the less comfortable second class and the best of the third class cabins, but before long the entire second class of some ships was given over to Tourist Third Cabin and by 1931 (when the official description became "Tourist Class") second class had virtually disappeared from the North Atlantic.

Another change of increasing frequency was the substitution of cabin for first class. On account of spelling and pronunciation difficulties the *Tyrrhenia* was renamed *Lancastria* early in 1924. She was still a mis-fit and a month or two later she was converted



into a cabin class carrier. The *Carmania* and *Caronia* were the next to be so treated, then after an interval the *Scythia*, *Samaria* and *Laconia* and in 1931 the *Franconia* and *Carinthia*. In all cases the classes carried were cabin, tourist and third.

By 1925 the Company's post-war building programme was complete, and no fewer than 13 new ships totalling 219,000 gross tons had been added. The final set-up was virtually established in 1926, when the *Carmania*, *Caronia*, *Lancastria* and the Anchor Line *Tuscania* inaugurated a weekly service from London to New York via Havre and Southampton, passengers being embarked at the two latter ports. It was no longer possible to continue a separate Liverpool-Boston service, and henceforth one of the "*Scythia's*" usually called at Boston once a fortnight *en route* to New York.

In July 1929, 22 years after the commissioning of the *Mauretania*, the N.D.L. *Bremen* sailed on her maiden voyage to New York, and at once captured the "Blue Riband" at an average speed of 27.83 knots. A month later the *Mauretania* made two very gallant attempts to regain the laurels and on the second crossed at an average speed of 27.22 knots—over a knot faster than her previous best.

The Cunard Company had for some time been considering what steps should be taken to replace one or more of their express steamers, and the advent of the *Bremen* brought the matter to a head. It was announced, therefore, in May 1930 that an order had been placed at Clydebank for a giant liner, whose keel was laid on December 27th. Few details were published, and the vessel was known by her works number "534" until launched. It was understood, however, that she and a consort were eventually destined to take the place of the three existing express steamers. Building proceeded apace for almost exactly a year, when, to the consternation of the whole nation, the great depression caused work to be suspended.

The depression was world-wide and affected every North Atlantic Line. Superfluous tonnage had to be disposed of, and the *Albania*, which had been laid up for much of her existence, was sold, as were the veteran *Carmania* and *Caronia*. Several ships, including the *Mauretania*, were extensively employed on cruising, either from British ports or New York. This was additional to the Round the World and other long-distance cruises normally undertaken by the *Franconia* and *Carinthia*. Two variations of route call for mention—from 1930 the Liverpool-Boston-New York steamers sometimes called at Belfast or Galway instead of Cobh, and from 1931 the London-Southampton-Canada steamers substituted Havre for Cherbourg as the French port of call.

During 1932 and 1933 public concern regarding the suspension of work on "No. 534" continued unabated. Finally, as a result of representations in and out of Parliament, it was announced in December 1933 that the Government would be prepared to advance £3,000,000 to complete the ship, £1,500,000 as working capital and a further £5,000,000 if it were decided later to build a sister ship.

It was made clear that this assistance was conditional on the Cunard and White Star Lines being amalgamated, and in February 1934 a formal agreement was signed whereby the assets of the two Companies were merged into a new Company, CUNARD-WHITE STAR, LIMITED. Work on "No. 534" was resumed early in April.

The White Star contributions to the combined fleet were the express steamers *Majestic*, *Olympic* and *Homeric*; the motor ships *Georgic* and *Britannic*; the Canadian service *Laurentic* and *Doric*; and the old *Adriatic*. The *Georgic* and *Britannic* were certainly useful ships, but all the remainder were of doubtful value as the poor state of North Atlantic trade left no room for duplication of ships or services. The *Majestic*, *Berengaria*, *Aquitania* and *Olympic* shared the express service until the summer of 1935. The *Mauretania* had been withdrawn in the previous autumn; the *Homeric* and *Doric* were employed exclusively on cruising.

To begin with, the *Georgic* and *Britannic* were detailed to the Liverpool-New York service in place of the *Carinthia* and *Franconia*, which were transferred to the London-Havre-Southampton-New York trade, but in the spring of 1935 the two pairs changed places, thereby making the *Georgic* the largest ship ever to have used the Port of London. The *Adriatic* was not employed by the new company on the North Atlantic and was sold.

The White Star ships retained their buff funnels with black tops and their houseflag, which was flown above the Cunard flag. The only change made in the case of the purely Cunard ships was that the Cunard houseflag was flown above the White Star flag.

In spite of fleet reductions, the Company carried 134,362 passengers across the North Atlantic in 1935 in comparison with the 1934 total of 118,269. This represented well over 25 per cent of the grand total and was almost double that of the nearest rival, the Norddeutscher Lloyd.

Excellent progress was made on "No. 534", and at the launching ceremony on September 26th 1934 H.M. Queen Mary christened her *Queen Mary*, elaborate precautions having been made to keep the name a secret until the last moment. More than a year later the Company caused a sensation by announcing that they proposed to run her as a "cabin" ship, and gave notice of their intention to withdraw from the North Atlantic Conference in view of its refusal to recognise the classification. Fortunately common sense prevailed on all sides, the resignation was withdrawn and it was announced that by mutual agreement cabin class would in future be the top class on all principal North Atlantic ships. A ridiculous position had arisen by the ever-increasing tendency to reclassify ships as "cabin", and there is much to be said for the Cunard-White Star attitude. The virtual cessation of civilian travel during World War II provided a suitable opportunity to straighten the matter out and since the war first class has come into its own again, while cabin is now the description for what would originally have been called second class and in



pre-war years was known as tourist. Tourist is now the name used for the former third class.

The suspension of work on the *Queen Mary* had enabled the French Line's *Normandie* to enter service a year before her. The public of two continents took a lively interest in the ships, which were of approximately similar tonnage and dimensions although they differed greatly in appearance and interior decoration. The *Queen Mary* was designed on orthodox lines, and has been described as an enlarged and modernised *Aquitania*. At that time she was frequently referred to as "Britain's masterpiece". Her original tonnage was 80,774.

The *Queen Mary* left Southampton and Cherbourg on May 27th 1936 on her maiden voyage to New York. During her first few voyages no attempt was made to compete with the records established by the *Normandie*, but in August 1936 she made a record westbound crossing at an average speed of 30·14 knots, followed immediately by an eastbound crossing at 30·63 knots. Thus, after the accepted interval of three months, she was entitled to receive the "Blue Riband Trophy", which, however, her owners refused to accept. The *Normandie* regained the record in 1937, but in August 1938 the British ship came into her own again with an average of 30·99 knots westbound and 31·69 knots eastbound. These speeds stood supreme until the advent of the *United States* in 1952. It should be emphasised that the prime purpose of the *Queen Mary*'s high speed was to enable her and a sister ship to maintain a regular weekly service. A point of extreme importance was that in spite of her greatly increased size and speed the *Queen Mary*'s fuel consumption was approximately the same as the *Berengaria*'s—about 750 tons a day.

The keel of a sister ship was laid at Clydebank in December 1936. No surprise was aroused when she was named *Queen Elizabeth* after the Queen Mother, who launched her in September 1938. The *Majestic* had been withdrawn more than two years previously; the *Berengaria* was sold soon afterwards, leaving the *Aquitania* as the only survivor of the original sextette of express steamers. She had been fitted with new propellers in 1936, and subsequently made a number of crossings at over 24 knots. During the spring and summer of 1939 she and the *Queen Mary* maintained virtually a weekly service.

The 35,750 ton *Mauretania* (II) had been launched at Birkenhead in July 1938, and has the distinction of being the largest merchant ship ever built in England. Her maiden voyage started in June 1939 from Liverpool to New York, but she subsequently joined the *Georgic* and *Britannic* on the London-Havre-Southampton-New York route, thereby depriving the former of being the largest ship to use the port of London. It is interesting to note that the availability of the name *Mauretania* had been preserved thanks to the co-operation of a Southampton Company who agreed for it to be allotted temporarily to one of their fleet of paddle steamers.

The *Queen Mary* was laid up at New York from the outbreak of World War II until March 1940, when she proceeded to Cape Town and Sydney. In the meanwhile the *Queen Elizabeth* had been hurriedly completed, sailed secretly from the Clyde on February 27th 1940 and reached New York five days later. She was laid up until the following November, when she left for Singapore. Subsequently both "*Queens*" together with the *Mauretania* and *Aquitania* carried troops between Australia and Suez. After the U.S.A. entered the war all four were employed in carrying American troops to Europe. The "*Queens*" were each able to accommodate 15,000 men, and between them carried 320,000 of the 865,000 American troops landed in the United Kingdom. The *Queen Mary* was involved in a serious accident in October 1942 when nearing the Clyde with American troops. She was escorted by the cruiser *Curaçoa*, with whom she collided when on a zig-zag course. The cruiser sank with a loss of over 300 lives. The *Queen Mary*'s bow was badly damaged, but she was patched up at Greenock and later repaired at New York. When an Admiralty claim against Cunard-White Star was heard after the War, judgement was given in favour of the defendants.

The *Georgic*, *Britannic*, *Franconia*, *Scythia*, *Samaria*, *Laconia* and *Lancastria* served as transports. All except the *Lancastria* and *Laconia* survived the war, but the *Georgic* was bombed and set on fire at Suez in July 1941. With great difficulty she was patched up, temporarily repaired at Bombay, and upon return to the United Kingdom rebuilt as a troopship.

The *Carinthia*, *Laurentic* and the six "A" steamers of the Canadian service were commissioned as armed merchant cruisers. The two first-named and the *Andania* were torpedoed and sunk. Four of the "A" steamers were purchased by the Admiralty.

At the conclusion of the war in Europe the "*Queens*" repatriated American and Canadian troops, and later the *Queen Mary* carried some thousands of their wives and families. Earlier voyages had been made to and from the Clyde. It was not until August 1945 that the *Queen Elizabeth* made her first visit to Southampton, and the *Queen Mary* her first since the commencement of hostilities.

The *Queen Elizabeth* finished her war service in February 1946, was reconditioned on the Clyde and at Southampton, and sailed from the latter in October 1946 on her first commercial voyage to New York. Although originally expected to be a sister ship of the *Queen Mary* it is more correct to call her a consort as the two ships differ in many respects, the most noticeable being that the *Queen Elizabeth* has two funnels instead of three. Her tonnage is 83,673, and she has the distinction of being the largest steamer ever built. It is sad to relate that Sir Percy Bates, the chairman of Cunard-White Star Ltd., collapsed and died on the very day of the *Queen Elizabeth*'s maiden voyage. It was due largely to his vision and foresight that the "*Queens*" were built.



The keels of five new steamers were laid down at short intervals from November 1945 onwards. The first and third to be completed were the 8,750 ton cargo steamers *Asia* (II) and *Arabia* (III), the second being the 13,350 ton *Media*, which sailed from Liverpool to New York in August 1947, carried first class passengers only and was the first post-war North Atlantic passenger liner.

The *Mauretania* had a strenuous and varied war service, which ended in September 1946. She was reconditioned in Liverpool, whence she sailed in April 1947 for New York. Weather conditions on the homeward voyage were particularly favourable and she averaged 24.35 knots. After a second voyage from Liverpool she joined the *Queen Elizabeth* on the Southampton route.

The *Queen Mary* completed her war service in September 1946. Owing to a dock strike her previous round voyage had been made to Halifax, the homeward journey being completed in the fast time of 3 days 15 hours 48 minutes at an average speed of 28.83 knots. Her overhaul at Southampton took ten months, and she sailed from there in July 1947 on her first post-war commercial voyage. Shortly afterwards the *Queen Elizabeth* completed her first twelve months of peacetime working. During this time she had made no fewer than 23 round voyages and carried a total of 102,292 passengers, an average of 2,224 a trip.

The *Ascania* returned to commercial service in December 1947, when she sailed from Liverpool to Halifax. Her accommodation was still of an austerity type, and it was not until the close of the 1949 season that she was fully reconditioned. She sailed to Halifax in winter and Montreal in summer.

The 13,350 ton *Parthia* (II) joined her sister ship, the *Media*, on the Liverpool-New York service in 1948 and the *Britannic* followed a month later, thereby reviving the White Star funnel on the North Atlantic.

Under a Government-sponsored scheme to transfer emigrants from Germany to Canada the *Samaria* and *Scythia* opened a new service from Cuxhaven and Havre to Quebec in the autumn of 1948. Winter sailings were to Halifax.

During 1948 the Company carried 197,772 passengers, of whom 150,000 travelled by the "Queens", which from April 1948 onwards called at Cherbourg outwards and homewards.

The fifth and easily the most important unit of the post-war fleet had been launched by H.M. the Queen (then Princess Elizabeth) at Clydebank in October 1947 as the *Caronia* (II), and sailed from Southampton in January 1949 on her maiden voyage to New York via Cherbourg. With a tonnage of 34,200, she is approximately similar in size and speed to the *Mauretania*, from which, however, she differs considerably in appearance. Her hull is painted in three shades of green. She was designed primarily as a dollar earner—to operate on the North Atlantic during the season, and at other times to undertake cruises from New York. With this in mind, her decks have been kept entirely free from unnecessary obstructions.



1936

*Queen Mary*

81,237 tons

The consort of the *Queen Elizabeth* and a former holder of the Blue Riband. She was launched in September 1934 by the gracious lady whose name she bears, after her construction had been delayed by the industrial depression. Prior to her launch she had been known by her yard number "534" as her name had been kept a closely-guarded secret. She also gave invaluable war service as a troop transport. Her peace-time North Atlantic sailings were resumed on July 31st 1947.

CUNARD

*facing page 32*





1940

*Queen Elizabeth*

83,673 tons

The largest ship in the world, the *Queen Elizabeth* represents the supreme achievement of the Cunard Line and of the shipbuilder's art. She was launched by Her Majesty Queen Elizabeth, the Queen Mother, in September 1938 and completed after the outbreak of war. She made a "hush hush" first crossing of the Atlantic in 1940 and rendered magnificent service to the Allied cause as a transport. (10-108)

CUNARD

*facing page 33*

The *Franconia* joined the *Ascania* in the Liverpool-Canada trade in June 1949, and at the end of the season the *Ascania* underwent a complete refit.

If the war had not intervened, the "*Queens*", with occasional help from the *Mauretania*, would have taken charge of the Southampton-New York service from 1940 onwards, thus enabling the *Aquitania* to be retired. However, this grand old ship received a further reprieve upon completion of her war service, and in May 1948 undertook the first of twelve semi-austerity round voyages between Southampton and Halifax by arrangement with the Canadian Government. The arrangement was renewed in 1949, but at the end of the year she was withdrawn. She had been in service for 35 years, had carried 1½ million passengers and between the wars had crossed the North Atlantic nearly 600 times.

When the Cunard and White Star Lines were merged in 1934 the Oceanic Steam Navigation Realisation Company Limited was formed to look after the interests of the White Star Line's creditors, amongst whom were the International Mercantile Marine Company (now the United States Lines), the Government of Northern Ireland and H.M. Treasury. The Cunard Steam Ship Company Ltd. owned 62 per cent of the share capital of Cunard-White Star Ltd., and in 1947 purchased the balance at a price of £2 for each £1 share. Thus, Cunard-White Star Ltd. became a wholly-owned subsidiary of the Cunard Line, which had always remained a ship-owning concern, with a fleet of steamers running between the United Kingdom and the Mediterranean.

The Cunard Line announced in December 1949 their intention to take over the North Atlantic activities formerly carried out by Cunard-White Star Ltd. and indicated that steps were being taken to transfer to themselves all its assets and liabilities, thereby, in effect, bringing about the final disappearance of the White Star Line from the North Atlantic. The Cunard Line naturally reserves the right to the name Cunard-White Star, although it is now used only in a subsidiary capacity.

The *Samaria* continued in the Cuxhaven-Canada emigrant service until the spring of 1950, when she started a new service from London and Havre to Quebec, carrying one class of passengers at fares slightly higher than tourist. In pre-war days passengers for the London-Canada, and for that matter London-New York, service had been embarked at Southampton, and it was, therefore, an innovation—albeit only temporary—for passengers to embark at London. The *Scythia* had been withdrawn from the Cuxhaven-Canada emigrant service in the autumn of 1949 in order to undergo a complete overhaul. She joined the *Samaria* in September 1950, having in the meanwhile been reconditioned to carry first and tourist passengers. A few weeks later the *Samaria* was herself taken in hand for similar treatment.

Although by this time the Company's various services were



approaching the frequency of pre-war days they still needed strengthening in summer, and by arrangement with her present owners, the Ministry of Transport, the ex-Cunard-White Star *Georgic* made six voyages, mostly between Liverpool and New York, during 1950 as a one-class ship, being temporarily withdrawn for this purpose from the United Kingdom-Australia emigrant trade, in which she had been engaged since January 1949. In addition, the Company chartered the 23,700 ton P. & O. liner *Stratheden* for four round voyages between Southampton, Havre and New York. Subsequently, the *Georgic* has each year made seven or more round voyages between Southampton and New York. She is now the world's largest motor ship.

A sister ship of the cargo steamers *Asia* and *Arabia* was launched by Swan, Hunter & Wigham Richardson in January 1950. This event had a special significance as the new steamer, the *Assyria*, was the first North Atlantic ship to be launched for the Cunard Line, as such, since the *Carinthia* in 1925. The *Assyria* left London in August 1950 on her maiden voyage to Montreal via Havre.

It was decided in the spring of 1951 that the passenger steamers should discontinue using the port of London, and on April 10th the *Scythia* inaugurated a new service from Southampton and Havre to Quebec. She was joined in the following July by the *Samaria*, whose reconditioning had been completed. In winter both ships proceed to Halifax. It may be added that the Company's cargo steamers still run from and to London.

The cargo steamer *Alsatia* started her first Cunard voyage from Liverpool to Boston and New York on October 6th 1951. Formerly the Silver Line's *Silverplane*, she is very different from any cargo steamer previously owned by the Company and has an imposing appearance with two funnels. A sister ship, the *Andria* (ex-*Silverbriar*), joined her in January 1952. When running for the Silver Line the ships carried 12 passengers; this accommodation is now occupied by members of the crew.

On May 8th 1952 the *Queen Mary* became the first "Queen" to berth alongside the new Quai de France at Cherbourg, war damage having made it necessary hitherto for Cherbourg passengers to be embarked or disembarked by tender. Two months later, on July 2nd, "The Cunarder", a special boat train for passengers travelling by the "Queens", made its inaugural run from London (Waterloo) to Southampton.

Throughout 1953 work proceeded apace at Clydebank on the first of two 22,000 ton sister ships for the Liverpool-Canada service. She was launched by Lady Churchill in February 1954 as the *Saxonia* (II), and left Liverpool on September 2nd 1954 on her maiden voyage to Quebec and Montreal. She has accommodation of the highest order for 125 first class and 800 tourist passengers; among many innovations is the provision of a Denny-Brown stabiliser. The second of the class, the *Ivernia* (II), was launched on December 14th 1954.

In the meanwhile an order had been placed for a third ship, which was laid down on December 23rd 1954.

It is abundantly clear that the Cunard Line, born 1840, is still growing stronger!

1. 1840 *Britannia*  
1,135. 207 × 34. C-1-3. W-P-SL2-9 (Duncan). (Cabin 115). 1840 (4/7) M/V Liverpool-Halifax-Boston. 1849 became *Barbarossa* (North German Confederation navy). 1852 transferred to Prussian navy. 1880 sunk (when target ship).
2. 1840 *Acadia*  
1,154. 207 × 34. C-1-3. W-P-SL2-9 (J. Wood). 1840 (4/8) M/V Liverpool-Halifax-Boston. 1849 became *Erzherzog Johann* (N. German Confederation navy). 1853 became *Germania* (German) (*q.v.*). 1858 scrapped.
3. 1840 *Caledonia*  
1,138. 207 × 34. C-1-3. W-P-SL2-9 (R. Wood). 1840 (19/9) M/V Liverpool-Halifax-Boston. 1850 sold to Spanish navy. 1851 wrecked near Havana.
4. 1841 *Columbia*  
1,175. 207 × 34. C-1-3. W-P-SL2-9 (Steele). 1841 (5/1) M/V Liverpool-Halifax-Boston. 1843 (2/7) wrecked near Seal Island (Halifax) (0).
5. 1843 *Hibernia*  
1,422. 219 × 35. C-1-3. W-P-SL2-9 (Steele). 1843 (19/4) M/V Liverpool-Halifax-Boston. 1849 (31/8) grounded near Halifax; slight damage. 1850 became *Habanois* (Spanish navy).
6. 1845 *Cambria*  
1,423. 219 × 35. C-1-3. W-P-SL2-9 (Steele). 1845 (4/1) M/V Liverpool-Halifax-Boston. 1852 (approx.) mizzen mast removed. 1854 became Crimean War transport. 1856 feeder service Marseilles-Malta. 1860 sold to Italy.
7. 1848 *America*  
1,826. 251 × 38. C-1-3. W-P-SL2-10 (Steele). (Cabin 140). 1848 (15/4) M/V Liverpool-Halifax-New York (subsequently either New York or Boston service). 1862 L/V for Cunard on N. Atlantic. 1863 chartered to Allan Line (4 R/V Lpl.-Quebec-Montreal). 1866 (July) ran Lpl.-Havre for Cunard. 1866 sold; became *Coalgacodor* (sailing ship).
8. 1848 *Niagara*  
1,824. 251 × 38. C-1-3. W-P-SL2-10 (Steele). (Cabin 140). 1848 (20/5) M/V Liverpool-Halifax-Boston (subsequently either New York or Boston service). 1854 became Crimean War transport. 1862 L/V on N. Atlantic; 1866 (July) ran Liverpool-Havre for Cunard. 1866 sold and converted to sail. 1875 wrecked near South Stack.
9. 1848 *Europa*  
1,834. 251 × 38. C-1-3. W-P-SL2-10 (J. Wood). 1848 (15/7) M/V Liverpool-Halifax-Boston (subsequently either New York or Boston service). 1849 collided with barque *Charles Bartlett*; latter sunk. 1854 became Crimean War transport. 1858 collided with *Arabia* (Cunard) off Cape Race; damaged. 1865 (1/4) L/V Liverpool-Halifax-Boston. 1867 sold.
10. 1848 *Canada*  
1,831. 251 × 38. C-1-3. W-P-SL2-10 (Steele). 1848 (25/11) M/V Liverpool-Halifax-New York (subsequently either New York or Boston service). 1866 (3/2) L/V Liverpool-Halifax-Boston. 1867 sold; became *Mississippi* (sailing ship). 1883 scrapped.



11. 1850 *Asia*  
2,226. 266 × 40. C-1-3. W-P-SL2-12 (Steele). (Cabin 160). 1850 (18/5) M/V Liverpool-Halifax-New York. 1850-56 New York or Boston services. 1852 (approx.) mizzen mast removed; second class added. 1856-61 New York service; 1862 onwards Boston service. 1867 (11/5) L/V Liverpool-Halifax-Boston. 1867 sold; converted to sail. 1877 burnt at Bombay.
12. 1850 *Africa*  
2,226. 266 × 40. C-1-3. W-P-SL2-12 (Steele). 1850 (26/10) M/V Liverpool-New York. 1867 (7/12) L/V Liverpool-Halifax-Boston (intervening details as *Asia*). 1868 sold.
13. 1852 *Andes*  
1,440. 234 × 34. C-1-3. I-S-GB2-9 (Denny). (Cabin 62; II-122). 1852 (8/12) M/V Liverpool-New York. 1854 became Crimean War transport. 1859 sold to Spanish Government.
- — — *Arabia* (I)  
(Never ran for Company.)
14. 1853 *Arabia* (II)  
2,402. 284 × 41. C-2-2. W-P-SL2-12 (Steele). Laid down as *Persia* (Cabin 180). 1853 (1/1) M/V Liverpool-New York. 1854 became Crimean War transport. 1858 collided with *Europa* off Cape Race; both damaged. 1859 onwards Liverpool-Halifax-Boston. 1864 (3/9) L/V ditto. 1864 sold; engines removed.
15. 1853 *Alps*  
1,440—details as (13). 1853 (2/1) M/V Liverpool-New York. 1854 became Crimean War transport. 1859 sold to Spanish Government.
16. 1853 *Taurus*  
1,126. 210 × 29. C-1-3. I-S-?-9. Built 1853 for Mediterranean service. 1853 (6/7) F/V Liverpool-New York (2 R/V on N. Atlantic). 1859 sold to Spanish Government.
17. 1853 *Melita*  
1,254. 233 × 29. C-1-2. I-S-?-9 (Denny). Built 1853 for Mediterranean service. 1860 (?) F/V Liverpool-New York. 1861 sold to P. Denny. 1866 ran for Warren Line (*q.v.*). 1868 (5/9) burnt at sea (0).
18. 1853 *Balbec*  
774. 209 × 30. C-1-3. I-S-?-9 (Denny). (Cabin 29; III-157). Built 1853 for Mediterranean service. 1859 (10/9) F/V (?) Liverpool-New York. 1863 L/V ditto; subsequently Liverpool-Havre service. 1884 (28/3) wrecked near Plymouth.
19. 1854 *Jura*  
2,241. 316 × 36. C-1-3. I-S-GB2-11 (Thomson). 1854 (26/9) arrived Liverpool from Clyde; became Crimean War transport. 1856 Mediterranean service. 1857 (16/9) F/V Liverpool-New York. 1860 chartered to Allan Line (1 R/V). 1861 sold to Allan Line after a second chartered voyage. 1864 (3/11) wrecked in R. Mersey (0).
20. 1855 *Etna*  
2,215. 305 × 38. C-1-3. I-S-GB2-11 (Caird). 1855 (21/1) arrived Liverpool from Clyde; became Crimean War transport. 1856 (5/2) F/V Havre-New York; subsequently Liverpool-New York. 1860 (autumn) became *Etna* (Inman) (*q.v.*). 1871 lengthened to 349 feet (2,655 tons), compounded and renamed *City of Bristol*. 1880 sold.

21. 1855 *Lebanon*  
1,373. 252×30. C-1-3. I-S-?-10. Built 1855 for Mediterranean service. 1855-59 many voyages Liverpool-New York. 1859 sold to Spanish Government.
22. (1855) *Emeu*  
1,538. 266×37. C-1-3. I-S-GB2-10 (Napier). Built 1854 for Australian Pacific Mail S.P. Co. 1855 Mediterranean service. 1856 F/V Liverpool-New York. 1859 sold to P. & O. 1874 (or earlier) became *Winchester* (Br.) (sailing ship). 1898 became a hulk.
23. 1856 *Persia*  
3,300. 376×45. C-2-2. I-P-SL2-13½ (Napier). (Cabin 200; II-50). 1856 (26/1) M/V Liverpool-New York. 1867 (28/12) L/V ditto. 1868 sold; engines removed. 1872 scrapped on Thames.
24. 1856 *Damascus*  
1,214. 253×32. C-2-2. I-S-I(2)-10 (Denny). Built 1856 as *G. Lanza*; 1856 Mediterranean service. 1860 became *Giuseppe Garibaldi* (purchased by Garibaldi, who was unable to take delivery). 1860 reverted to *Damascus*; F/V on N. Atlantic, Liverpool-New York. 1862 chartered to Allan Line. 1865 sold to Allan Line (*q.v.*).
25. 1858 *Palestine*  
1,800. 276×36. C-1-3. I-S-I(2)-10 (Steele). Built 1858 for Mediterranean service. 1860 (16/5) F/V for Allan Line, Liverpool-Montreal (4 R/V). 1860 (25/12) F/V on N. Atlantic for Cunard, Liverpool-New York. 1863 onwards Mediterranean service. 1872 sold; lengthened to 352 feet (2,867 tons) and compounded. 1873 ran for Dominion Line (*q.v.*). 1876 ran for Warren Line (*q.v.*). 1896 scrapped.
26. (1860) *Australasian*  
(1870) *Calabria*  
2,902. 332×42. C-2-3. I-S-I(2)-12 (Thomson). Built 1857 for European & Australian Line. (Cabin 200; II-60). 1860 (25/2) F/V Liverpool-New York. 1860 (22/12) first Cunard mail sailing by screw steamer. 1870 new single exp. engines; renamed *Calabria*. (Cabin 80; III-900). 1870 (8/1) F/V as *Calabria*, Liverpool-New York. 1876 (29/1) L/V ditto. 1876 sold; became cable ship *Calabria*; 1879 compound engines. 1898 scrapped.
27. 1860 *Hecla*  
1,785. 276×36. C-1-3. I-S-GO(2)-10 (Napier). (Cabin 70; III-800). Built 1860 for Mediterranean service. 1863 (16/6) F/V Liverpool-New York. 1863-81 mainly Liverpool-New York or Boston. 1871 lengthened to 339 ft. (2,421 tons) and compounded; masts reduced to 2. 1882 became *Clariss*; 1888 *Conde de Vilana*; 1892 *Pedro Tercero*; 1895 *Tiempo*; 1897 *Rio Negro* (Argentine Government). 1954 scrapped.
28. 1860 *Marathon*  
1,784. 276×37. C-1-3. I-S-GO(2)-10 (Napier). (Cabin 70; III-850). Built 1860 for Mediterranean service. 1866-84 mainly Liverpool-New York or Boston. 1873 lengthened to 336 ft. (2,403 tons) and compounded; masts reduced to 2. 1892 (8/9) L/V on N. Atlantic, Liverpool-Boston & New York. 1898 scrapped in Italy.
29. 1860 *Atlas*  
1,794—details as (27) (Thomson). (Cabin 69; III-833). Built 1860 for Mediterranean service. 1873 lengthened to 339 ft. (2,393 tons) and compounded; masts reduced to 2. 1873 (1/5) F/V on N. Atlantic, Liverpool-Boston. 1873-84 Liverpool-Boston service. 1884 (14/5) L/V on N. Atlantic, ditto. 1896 scrapped.



30. 1860 *Kedar*  
1,783—details as (27) (Denny). (Cabin 40; III-494). 1860 (27/11) M/V Liverpool-New York. 1865 onwards mainly Mediterranean service. 1872 (29/5) L/V on N. Atlantic, Liverpool-Boston. 1873 engines compounded; masts reduced to 2. 1897 scrapped at Genoa.
31. 1860 *Olympus*  
1,794—details as (27) (Napier). (Cabin 70; III-900). Built 1860 for Mediterranean service. 1863 F/V Liverpool-New York. 1864-71 mainly Mediterranean service. 1872 lengthened to 340 ft. (2,415 tons) and compounded; masts reduced to 2. 1872-81 mainly Liverpool-Boston. 1881 (13/7) L/V ditto; sold. 1891 scrapped.
32. 1861 *Sidon*  
1,872 276 × 36. C-1-2. I-S-GO(2)-10 (Denny). (Cabin 69; III-550). Built 1861 for Mediterranean service. 1863 (19/5) F/V Liverpool-New York. 1865 onwards mainly Mediterranean service. 1867 (26/10) L/V on N. Atlantic, Liverpool-New York. 1873 compound engines. 1885 wrecked on Spanish coast.
33. 1862 *China*  
2,638. 326 × 40. C-1-3. I-S-GO(2)-12 (Napier). (Cabin 150; III-753). 1862 (15/3) M/V Liverpool-New York. 1865 (13/5) F/V Liverpool-Halifax-Boston. 1868 onwards Liverpool-New York or Boston. 1873 compound engines. 1878 (9/3) L/V Liverpool-New York. 1880 became *Magallanes* (Spanish). 1889 became *Theodor* (4 masted barque). 1906 disappeared at sea.
34. 1862 *Scotia*  
3,871. 379 × 48. C-2-2. I-P-SL2-14 (Napier). (Cabin 275). 1862 (10/5) M/V Liverpool-New York. 1876 (29/5) L/V ditto. 1878 sold; became twin-screw cable steamer *Scotia* (4,667 tons; 1 funnel). 1904 wrecked in Pacific near Guam.
35. 1864 *Tripoli*  
2,057. 292 × 38. C-1-2. I-S-I(2)-11 (Thomson). (Cabin 50; III-650). Built 1864 for Mediterranean service. 1866-72 Liverpool-New York or Boston. 1872 (17/5) wrecked on Tuskar Rock (0).
36. 1864 *Cuba*  
2,668. 338 × 42. C-1-3. I-S-GO(2)-12 (Tod & McGregor). (Cabin 160; III-800). 1864 (3/12) M/V Liverpool-New York. 1866 (12/5) F/V Liverpool-Halifax-Boston; later mainly New York. 1875 (17/4) L/V Liverpool-New York. 1876 became *Earl of Beaconsfield* (sailing ship). 1887 wrecked.
37. 1865 *Java*  
2,696. 337 × 43. C-1-3. I-S-I(2)-12 (Thomson). 1865 (21/10) M/V Liverpool-New York. 1866 (27/10) F/V Liverpool-Halifax-Boston; later mainly New York. 1876 (11/3) L/V Liverpool-New York. 1877 compound engines; chartered to Warren Line (*q.v.*). 1878 became *Zeeland* (Red Star) (*q.v.*). 1892 became *Lord Spencer* (sailing ship). 1895 disappeared without trace.
38. 1865 *Tarifa*  
2,058—details as (35) (Thomson). (Cabin 50; III-650). 1865-71 Liverpool-New York or Boston. 1872 onwards mainly Mediterranean service. 1879 compound engines. 1888 (8/11) L/V on N. Atlantic, Liverpool-Boston. 1899 scrapped in Italy.
39. 1865 *Aleppo*  
2,057—details as (35) (Thomson). (Cabin 46; III-593). 1865-71 Liverpool-New York or Boston. 1872 onwards mainly Mediterranean service. 1880 compound engines; 1890 triple expansion engines. 1892 (24/3) L/V on N. Atlantic, Liverpool-Boston. 1909 scrapped.

40. 1865 *Malta*  
2,132. 303 × 39. C-1-2. I-S-I(2)-11 (Thomson). (Cabin 40; III-535). 1865-73 Liverpool-New York or Boston. 1874 onwards (except 1881-82) mainly Mediterranean service. 1879 compound engines. 1882 (4/10) L/V on N. Atlantic, Liverpool-Boston. 1889 (15/10) wrecked near Lands End.
41. 1866 *Palmyra*  
2,044—details as (35) (Caird). (Cabin 46; III-650). 1866-72 Liverpool-New York or Boston. 1873 onwards mainly Mediterranean service. 1878 compound engines. 1891 (31/12) L/V on N. Atlantic, Liverpool-Boston. 1897 scrapped.
42. 1867 *Russia*  
2,960. 358 × 43. C-1-3. I-S-I(2)-13 (Thomson). (Cabin 235; later increased to 430). 1867 (15/6) M/V Liverpool-New York. 1878 (2/11) L/V ditto. 1881 became *Waesland* (Red Star) (*q.v.*); lengthened to 435 ft. (4,752 tons) and compounded; 4 masts. 1889 triple expansion engines. 1902 (7/3) collision off Anglesey with *Harmonides* (2).
43. 1867 *Siberia*  
2,498. 320 × 39. C-1-2. I-S-I(2)-12 (Thomson). Laid down as *Sumatra*. (Cabin 100; III-800). 1867 (24/9) M/V Liverpool-New York. 1879 (26/3) L/V Liverpool-Boston. 1880 became *Manila* (Spanish). 1880-81 wrecked.
44. 1868 *Samaria* (I)  
2,574. 321 × 39. C-1-2. I-S-I(2)-12 (Thomson). (Cabin 130; III-800). 1868 (29/9) M/V Liverpool-New York. 1878 compound engines. 1896 (30/1) L/V Liverpool-Boston. 1902 scrapped.
- 44a (1869) *Nemesis* (c)  
2,717. 353 × 41. C-1-3. I-S-I(2)-11 (Tod & McGregor). Laid down as *Delhi*; completed 1857 as *Nemesis* (P. & O.). 1869 lengthened from 312 ft. (original tonnage 2,018). 1869 (18/12) F/V Liverpool-New York. 1870 (23/8) L/V ditto (6/R/V). 1871 chartered to Inman Line. 1872 to N.D.L. 1879 became *Perusia* (Red Star). 1880 reverted to *Nemesis*. 1881 sold to Adamson & Ronaldson. 1882 chartered to Royal Netherlands (*q.v.*). 1891 scrapped.
45. 1870 *Batavia*  
2,553. 327 × 39. C-1-2. I-S-C2-12 (Denny). Purchased on stocks. (Cabin 150; III-800). 1870 (10/5) M/V Liverpool-New York. 1884 (6/2) L/V Liverpool Boston. 1884 acquired by John Elder & Co. in part payment for *Umbria* and *Etruria*. 1885 triple expansion engines. 1887 ran on Pacific for Canadian Pacific. 1891 became *Tacoma* (Northern Pacific). 1901 (North Western). 1904 captured by Japanese; became *Shikotan Maru*. 1924 wrecked.
46. 1870 *Abyssinia*  
3,376. 363 × 42. S-1-3. I-S-I(2)-13 (Thomson). (Cabin 202; III-1068). 1870 (24/5) M/V Liverpool-New York. 1880 (18/9) L/V ditto. 1881 sold to Guion Line. 1885 acquired by John Elder & Co. 1887 compound engines; ran on Pacific for Canadian Pacific. 1891 (18/12) destroyed by fire at sea (0) when returning to U.K.
47. 1870 *Algeria*  
3,428 ditto. (Cabin 200; III-1,054). 1870 (27/9) M/V Liverpool-New York. 1881 (22/10) L/V ditto. 1881 became *Pennland* (Red Star) (*q.v.*); compounded. 1903 scrapped in Italy.
48. 1870 *Parthia* (I)  
3,167. 360 × 40. S-1-3. I-S-C2-12 (Denny). (Cabin 150; III-1,031). 1870 (17/12) M/V Liverpool-New York. 1884 (20/2) L/V Liverpool-Boston. 1884 acquired by John Elder & Co. in part payment for *Umbria* and *Etruria*. 1885 triple exp. engines; 1887 ran on Pacific for Canadian Pacific. 1891 became *Victoria* (Northern Pacific). 1904 (North Western). 1908 became *Victoria* (Alaska S.S. Co.). 1941 passenger accommodation removed. 1952 (23/8) laid up after over 80 years of service. 1954 sold for conversion into barge.



49. 1874 *Saragossa*  
2,263. 316×35. S-1-2. I-S-C2-11 (Thomson). (Cabin 74; III-548). 1874 (22/4) M/V Liverpool-Boston. 1874 (23/7) L/V on N. Atlantic; subsequently Mediterranean service. 1909 scrapped.
50. 1874 *Bothnia*  
4,535. 422×42. S-1-3. I-S-C2-13 (Thomson). (Cabin 300; III-1,100). 1874 (8/8) M/V Liverpool-New York. 1885 (15/4) F/V Liverpool-Boston. 1896 (8/10) L/V ditto. 1898 sold. 1899 scrapped at Marseilles.
51. 1875 *Scythia* (I)  
4,557. 421×42. S-1-3. I-S-C2-13 (Thomson). (Cabin 300; III-1,100). 1875 (1/5) M/V Liverpool-New York. 1884 (9/7) F/V Liverpool-Boston. 1898 (20/9) L/V Liverpool-New York. 1899 scrapped in Italy.
52. 1879 *Gallia*  
4,809. 430×45. S-1-3. I-S-C3-14 (Thomson). (Cabin 300; III-1,200). 1879 (5/4) M/V Liverpool-New York. 1886 (20/4) F/V Liverpool-Boston. 1896 became temporarily *Don Alvaro de Bazan* (chartered to Cia Trasatlantica). 1897 (7/10) L/V Liverpool-Boston. 1897 sold to Beaver Line (*q.v.*). 1899 sold to Allan Line; wrecked on first voyage; salvaged. 1900 scrapped at Cherbourg.
53. 1881 *Catalonia*  
4,841. 430×43. S-1-3. I-S-C2-13 (Thomson). (Cabin 200; III-1,500). 1881 (6/8) M/V Liverpool-New York. 1883 (18/4) transferred to Liverpool-Boston service. 1899 (19/9) L/V ditto. 1901 scrapped.
54. 1881 *Servia*  
7,392. 515×52. S-2-3. S-S-C3-16 (Thomson). (Cabin 480; III-750). 1881 (26/11). M/V Liverpool-New York. 1893 (approx.) (I-400; II-200; III-500). 1901 (17/9) L/V Liverpool-New York. 1901 sold. 1902 scrapped at Preston.
55. 1882 *Cephalonia*  
5,517. 431×46. S-1-3. I-S-C2-14 (Laird). (Cabin 200; III-1,500). 1882 (23/8) M/V Liverpool-Boston. 1899 (12/9) L/V ditto. 1900 became *Hailor* (Chinese Eastern Railway). 1904 sunk as blockship, Port Arthur.
56. 1882 *Pavonia*  
5,588. 431×46. S-1-3. I-S-C2-14 (Thomson). (Cabin 200; III-1,500). 1882 (13/9) M/V Liverpool-New York. 1884 (23/4) F/V Liverpool-Boston. 1899 (18/2) arrived at Azores in disabled condition; towed home. 1899 (29/8) L/V Liverpool-Boston. 1900 scrapped.
57. 1883 *Aurania* (I)  
7,269. 470×57. S-2-3. S-S-C3-16 (Thomson). (Cabin 480; III-700). 1883 (23/6) M/V Liverpool-New York; engines disabled; voyage completed under sail. 1899 (Oct.) taken up as Boer War transport. 1903 (14/4) resumed sailings Liverpool-New York. 1903 (10/11) first Cunard sailing, Trieste-New York. 1905 scrapped at Genoa.
58. (1884) *Oregon*  
7,375. 501×54. S-2-4. I-S-C3-18 (Elder). Built 1883 for Guion Line (*q.v.*). 1884 (7/6) F/V Liverpool-New York. 1885 (Mar.) taken up as armed cruiser; 1885 (Nov.) sailings resumed. 1886 (14/3) collision off Fire Island (0).
59. 1884 *Umbria*  
7,718. 502×57. S-2-3. S-S-C3-19 (Elder). (Cabin 550; III-800). 1884 (1/11) M/V Liverpool-New York. 1893 (approx.) (I-550; II-160; III-800). 1910 scrapped.

60. 1885 *Etruria*  
7,718. 502 × 57. S-2-3. S-S-C3-19 (Elder). (Cabin 550; III-800) 1885 (25/4) M/V Liverpool-New York. 1893 (approx.) (I-550; II-160; III-800). 1909 scrapped.
61. 1893 *Campania*  
12,950. 601 × 65. S-2-2. S-2S-T(10)-21 (Fairfield). (I-600; II-400; III-1000). 1893 (22/4) M/V Liverpool-New York. 1914 (Apr.) L/V ditto (250th R/V). 1914 (May) chartered by Anchor Line (2 R/V). 1914 sold to shipbreakers; resold to Br. Admiralty; became an aircraft carrier. 1918 (5/11) sunk in collision in Firth of Forth.
62. 1893 *Lucania*  
12,952. 601 × 65. S-2-2. S-2S-T(10)-21 (Fairfield). (I-600; II-400; II-1,000). 1893 (2/9) M/V Liverpool-New York. 1909 (14/8) burnt in Huskisson Dock, Liverpool; scrapped.
63. 1899 *Ultonia*  
10,402. 500 × 57. S-1-4. S-2S-T6-13 (Swan & Hunter). 1899 (28/2) M/V Liverpool-Boston. 1904 Trieste-New York service. 1912 some voyages London-Southampton-Quebec-Montreal. 1917 (27/6) torpedoed 190 miles from Fastnet (1).
64. 1900 *Ivernia* (I)  
14,058. 582 × 65. S-1-4. 2S-Q8-15 (Swan & Hunter). (I-164; II-200; III-1,600). 1900 (14/4) M/V Liverpool-New York; 3rd voyage onwards Boston service. 1912 Trieste-New York service. 1917 (1/1) torpedoed nr. Cape Matapan (36).
65. 1900 *Saxonia* (I)  
14,281. 580 × 64. S-1-4. 2S-Q8-15 (Brown). (I-164; II-200; III-1,600). 1900 (22/5) M/V Liverpool-Boston. 1911 Trieste-New York service; 1912 II and III only. 1919 (25/1) F/V after Armistice, Liverpool-New York. 1919 (14/5) F/V London-New York. 1920 (12/4) F/V New York-Hamburg. 1925 scrapped in Holland.
66. 1903 *Carpathia*  
13,555. 540 × 64. S-1-4. 2S-Q8-14 (Swan & Hunter). (I-204; III-1,500). 1903 (5/5) M/V Liverpool-Boston. 1904-14 Trieste-New York or Liverpool-New York. 1912 rescued many *Titanic* survivors. 1918 (17/7) torpedoed in N. Atlantic (5).
67. (1904) *Slavonia*  
10,606. 510 × 59. S-1-2. 2S-T6-13 (Laing). Laid down as *Yamuna* (British India). (I-40; III-800). 1904 onwards Trieste-New York service. 1909 (10/6) wrecked at Flores, Azores (0).
68. (1904) *Pannonia*  
9,851. 486 × 59. S-1-4. 2S-T6-13 (Brown). Purchased on stocks. (I-40; III-800). 1904-14 Trieste-New York service. 1915-16 mainly London-New York. 1918 (30/11) F/V after Armistice, Bristol-Portland. 1919 London-New York. 1919-21 (Dec.) Trieste-New York. 1922 (10/1) L/V London-New York. 1922 scrapped.
69. 1905 *Caronia* (I)  
19,594. 650 × 72. S-2-2. 2S-Q8-18 (Brown). (I-300; II-350; III-1,100). 1905 (25/2) M/V Liverpool-New York. 1914 became an armed merchant cruiser. 1919 (11/1) F/V after Armistice, Liverpool-New York. 1922 Hamburg-Southampton-New York. 1923 Liverpool-New York. 1924 Liverpool-Quebec-Montreal (Cabin 425; Tourist 365; III-650). 1925 Liverpool-Boston or New York. 1926-31 London-Havre-Southampton-New York. 1932 sold to Japan; renamed *Taiseiyo Maru*; 1933 scrapped.



70. 1905 *Carmania*  
19,524. 650×72. 2-2. 3S-ST-18 (Brown). (I-300; II-350; III-1,100). 1905 (2/12) M/V Liverpool-New York. 1913 (Oct.) rescued survivors from *Volturmo*. 1914 became armed merchant cruiser; 1914 (14/9) sank *Cap Trafalgar*. 1918 (21/12) F/V after Armistice, Liverpool-New York. 1924 Liverpool-Quebec-Montreal. (Cabin 425; Tourist 365; III-650). 1925 Liverpool-Boston or New York. 1926-31 London-Havre-Southampton-New York. 1932 scrapped at Blyth.
71. 1907 *Lusitania*  
31,550. 762×88. 4-2. 4S-ST-25 (Brown). (I-563; II-464; III-1,138). 1907 (7/9) M/V Liverpool-New York. 1915 (7/5) torpedoed near Old Head of Kinsale (1,198).
72. 1907 *Mauretania* (I)  
31,938. 762×88. 4-2. 4S-ST-25 (Swan, Hunter & Wigham Richardson). (I-563; II-464; III-1,138). 1907 (16/11) M/V Liverpool-New York. 1915-19 served as troopship; hospital ship; troopship. 1919 (27/6) first advertised voyage Southampton-New York. 1921 (25/7) damaged by fire at Southampton; converted to oil fuel. 1922 (25/3) resumed Southampton-Cherbourg-New York. Tonnage 30,696. 1934 (26/9) L/V New York-Southampton. 1935 (1/7) proceeded Southampton-Rosyth; scrapped.
73. 1911 *Franconia* (I)  
18,150. 600×71. 2-2. 2S-Q8-17 (S.H. & W.R.). (I-300; II-350; III-2,200). 1911 (25/2) M/V Liverpool-Boston. 1915 became a troopship. 1916 (4/10) torpedoed near Malta (12).
74. (1911) *Albania* (I)  
7,640. 461×52. 1-4. 2S-T6-11 (Swan & Hunter). Built 1900 as *Consuelo* (Wilson). 1909 became *Cairnrona* (Thomson). (II-50; III-800). 1911 (2/5) F/V (London)-Southampton-Quebec-Montreal (1st Cunard sailing to St. Lawrence). 1911 (17/10) L/V ditto. 1912 became *Poleric* (Bank Line). 1929 sold to Japan.
75. (1911) *Ausonia* (I)  
7,907. 451×54. 1-4. 2S-T6-12 (S.H. & W.R.). Built 1909 as *Tortona* (Thomson). (II-50; III-1,000). 1911 (16/5) F/V (London)-Southampton-Quebec-Montreal. 1917 torpedoed but reached port. 1918 (30/5) torpedoed in Atlantic (44).
76. 1911 *Ascania* (I)  
9,111. 466×56. 2-2. 2S-T6-13 (S.H. & W.R.). Laid down as *Gerona* (Thomson). (II-200; III-1,500). 1911 (23/5) M/V (London)-Southampton-Quebec-Montreal. 1918 (13/6) wrecked off Cape Ray (0).
77. 1912 *Laconia* (I)  
18,099. 601×71. 2-2. 2S-Q8-17 (S.H. & W.R.). (I-300; II-350; III-2,200). 1912 (20/1) M/V Liverpool-New York; subsequently Liverpool-Boston. 1914 became armed merchant cruiser; 1916 reverted to Company. 1917 (25/2) torpedoed in N. Atlantic (12).
78. 1913 *Andania* (I)  
13,405. 520×64. 2-2. 2S-Q8-15 (Scott's). (II-520; III-1,540). 1913 (17/7) M/V (London)-Southampton-Quebec-Montreal. 1916 London-New York service. 1918 (27/1) torpedoed near Rathlin Light (7).
79. 1913 *Alaunia* (I)  
13,405. 520×64. 2-2. 2S-Q8-15 (Scott's). (II-520; III-1,540). 1913 (3/12) M/V Liverpool-Portland; subsequently (London)-Southampton-Portland (or Quebec-Montreal). 1916 London-New York service. 1916 (19/10) mined off Royal Sovereign Lightship.

80. 1914 *Aquitania*  
45,647. 869×97. 4-2. 4S-ST-23 (Brown). (I-597; II-614; III-2,052). 1914 (30/5) M/V Liverpool-New York. 1914 (Aug.) became an armed merchant cruiser; collision; laid up. 1915-19 served as hospital ship; laid up; troopship. 1919 (14/6) first advertised Cunard voyage, Southampton-New York. 1919 (Dec.)-1920 (Aug.) conversion to oil burning. 1920-39 Southampton-Cherbourg-New York. 1939-48 served as troopship. 1948 (May) F/V Southampton-Halifax ("austerity" service). 1949 (Nov.) L/V Halifax-Southampton. 1950 scrapped in the Gareloch.
- 80b. (1914) *Orduña* (c)  
15,499. 550×67. 1-2. 3S-T8 & ST-15 (Harland & Wolff). Built 1914 for P.S.N.Co. 1914 (31/10) F/V Liverpool-New York. 1919 (10/12) L/V ditto. 1921 ran for R.M.S.P., Hamburg-New York (q.v.).
81. 1914 *Transylvania*  
14,315. 549×66. 2-2. 2S-ST(SR)-16 (Scott's). Ordered by Cunard for Cunard-Anchor Joint Mediterranean service. First N. Atlantic liner with geared turbines. 1914 (7/11) M/V Liverpool-New York. 1915 (4/2) purchased by Anchor Line. 1917 (4/5) torpedoed in Mediterranean (413).
- 81c. (1915) *Tuscania* (c)  
14,348. 549×66. 2-2. 2S-ST(SR)-16 (Stephen). Built 1915 for Anchor Line. 1915 (7/2) F/V (Glasgow)-Liverpool-New York (Cunard-Anchor Joint). 1918 (5/2) torpedoed near Rathlin Light (44).
- 81d. (1915) *Cameronia* (c)  
10,963. 515×62. 2-2. 2S-T8-16 (Henderson). Built 1911 for Anchor Line (q.v.). 1915 (29/5) F/V (Glasgow)-Liverpool-New York (Cunard-Anchor Joint). 1917 (15/4) torpedoed in Mediterranean (11).
- 81e. (1915) *California* (c)  
8,662. 470×58. 2-2. 2S-T6-15 (Henderson). Built 1907 for Anchor Line (q.v.). 1915 (2/10) F/V (Glasgow)-Liverpool-New York (Cunard-Anchor Joint). 1917 (8/2) torpedoed off Fastnet (41).
82. (1916) *Royal George*  
11,146. 526×60. 2-2. 3S-ST-18 (Fairfield). Built 1907 as *Heliopolis*. 1910 became *Royal George* (Canadian Northern) (q.v.). 1919 (8/2) F/V after Armistice, Liverpool-New York. 1919 (14/8) F/V Southampton-New York. 1920 (8/6) L/V ditto; became depot ship at Cherbourg. 1922 scrapped in Germany.
83. (1916) *Flavia*  
9,285. 470×57. 1-4. 2S-T6-13 (Palmer). Built 1902 as *British Empire* (British Shipowners). 1907 became *Campania* (N.G.I.) (q.v.). 1910 *Campania* (Uranium) (q.v.). 1911 *Campanello* (Uranium). 1918 (24/8) torpedoed off Tory Island.
84. (1916) *Folia*  
6,560. 430×53. 2-2. 2S-T6-14 (Laing). Built 1907 as *Principe di Piemonte* (Lloyd Sabaudo) (q.v.). 1913 became *Principello* (Uranium) (q.v.). 1917 (11/3) torpedoed off Waterford (7).
85. (1916) *Feltria*  
5,254. 420×48. 1-3. S-Q4-13 (Denny). Built 1891 as *Avoca* (British India). 1896 became *San Fernando* (Cia Trasatlantica). 1896 reverted to *Avoca*. 1908 ditto (New York and Continental Line) (q.v.). 1909 became *Uranium* (Northwest Transport Line). 1910 ditto (Uranium) (q.v.). 1917 (5/5) torpedoed.
86. 1916 *Aurania* (II)  
13,400. 520×64. 2-2. 2S-ST(SR)-15 (Swan, Hunter & Wigham Richardson). 1918 (4/2) torpedoed; taken in tow but went ashore near Tobermory (8).



- 86f. (1919) *Vestris* (c)  
10,494. 495 × 61. 1-2. 2S-Q8-15 (Workman Clark). Built 1912 for Lamport & Holt (N.Y.-S. American service). 1919 (8/3) F/V Liverpool-New York. 1919-20 about 6 westbound voyages ditto. 1928 foundered at sea.
- 86g. (1919) *Vauban* (c)  
10,660. 495 × 61. 1-2. 2S-Q8-15 (Workman Clark). Built 1912 for Lamport & Holt. 1919 (27/5) F/V Liverpool-New York. 1919-21 about 6 westbound voyages ditto.
- 86h. (1919) *Vasari* (c)  
10,117. 486 × 59. 1-2. S-Q4-14 (Dixon). Built 1909 for Lamport & Holt. (I-200; II-48; III-70). 1919 (24/7) F/V Liverpool-New York. 1919-21 about 6 westbound voyages ditto.
- 86i. (1920) *Kaiserin Auguste Victoria* (c)  
24,581. 677 × 77. 2-4. 2S-Q8-18. (Vulkan (Stettin)). Built 1906 for Hamburg American Line (q.v.). 1920 (14/2) F/V Liverpool-New York (approx. 15 R/V). 1921 became *Empress of Scotland* (Can. Pac.) (q.v.).
87. (1920) *Imperator* (c)  
(1921) *Berengaria*  
52,226. 884 × 98. 3-2. 4S-ST-22 (Vulkan (Hamburg)). Built 1913 for Hamburg American Line (q.v.). (I-970; II-830; III-1,000). 1920 (21/2) F/V Liverpool-New York. 1920 (6/6) F/V Southampton-Cherbourg-New York (2nd voyage). 1921 (16/4) F/V as *Berengaria* ditto. 1921 (Sept.)-1922 (May) converted to oil fuel. 1936 Cabin; Tourist; III. 1938 (Mar.) L/V New York-Cherbourg-Southampton. 1938 (Dec.) arrived at Jarrow; partly dismantled. 1946 towed to the Firth of Forth; scrapped.
88. 1921 *Albania* (II)  
12,768. 523 × 64. 1-4. 2S-ST(SR)-13 (Scott's). (Cabin 500). 1921 (18/1) M/V Liverpool-New York. 1922 (20/4) F/V Liverpool-Quebec-Montreal (1st sailing of the service). 1925 onwards laid up. 1930 became *California* (Navigazione Libera Triestina).
- 88j. 1921 *Cameronia* (c)  
16,365. 552 × 70. 1-2-C. 2S-ST(DR)-15 (Beardmore). Built 1921 for Anchor Line (q.v.). 1921 (11/5) M/V Liverpool-New York (subsequently made many combined Cunard-Anchor voyages ditto.)
- 88k. (1921) *Emperor of India* (c)  
11,430. 520 × 61. 2-2. 2S-Q8-15 (Caird). Built 1914 as *Kaisar-I-Hind* (P. & O.). (N.B. *Kaisar-I-Hind* means *Emperor of India*). 1921 (8/6) F/V Southampton-New York (4 or 5 R/V).
89. 1921 \**Scythia* (II)  
19,730. 601 × 74. 1-2. 2S-ST(DR)-16 (Vickers (Barrow)). (I-350; II-350; III-1,500). 1921 (20/8) M/V Liverpool-New York. 1924 II became tourist third cabin. 1939 became a troopship. 1948 (Oct.) Cuxhaven-Havre-Quebec or Halifax (10 R/V), 1949 (Nov.) refitted (I-248; tourist 630). 1950 (17/8) F/V after refit. Liverpool-Quebec-London. 1950 (14/9) F/V London-Quebec. 1951 (10/4) F/V Southampton-Havre-Quebec.
90. 1922 \**Samaria* (II)  
19,602. 601 × 74. 1-2. 2S-ST(DR)-16 (Cammell Laird). (I-350; II-350; III-1,500). 1922 (19/4) M/V Liverpool-Boston. 1924 II became tourist third cabin. 1926 onwards Liverpool-New York (usually via Boston). 1939 became a troopship. 1948 (Sept.) Cuxhaven-Havre-Quebec (or Halifax). 1950 London-Quebec. 1950 (autumn) refitted (I-250; tourist 650). 1951 (14/6) F/V after refit, Liverpool-Quebec-Southampton. 1951 (12/7) F/V Southampton-Havre-Quebec.
- 90l. (1922) *Saturnia* (c)  
8,611. 455 × 55. 1-2. 2S-T6-14 (Connell). Built 1910; Anchor-Donaldson steamer (q.v.). 1922 (4/5) (Glasgow)-Liverpool-Quebec-Montreal.

91. 1922 *Laconia* (II)  
19,680—details as (89). (Swan, Hunter & Wigham Richardson). (I-350; II-350; III-1,500). 1922 (25/5) M/V Southampton-New York; subsequently Liverpool-New York. 1923 Hamburg-Southampton-New York. 1924 Liverpool-New York; II became tourist third cabin. 1939 became armed merchant cruiser; later a troopship. 1942 (12/9) torpedoed in S. Atlantic.
92. 1922 *Andania* (II)  
13,950. 520 × 65. 1-2. 2S-ST-(DR)-15 (Hawthorn Leslie). (Cabin 500; III-1,200). 1922 (1/6) M/V (London)-Southampton-Quebec-Montreal. 1925-26 Hamburg-Southampton-New York. 1927 onwards Liverpool-Glasgow-Belfast-Quebec-Montreal. 1939 became armed merchant cruiser. 1940 (15/6) torpedoed near Iceland.
93. 1922 *Tyrrhenia*  
(1924) *Lancastria*  
16,243. 553 × 70. 1-2-C. 2S-ST(DR)-15 (Beardmore). (I-280; II-364; III-1,200). 1922 (13/6) M/V Glasgow-Quebec-Montreal; subsequent voyages from Liverpool. 1923 Hamburg-Southampton-New York. 1924 renamed; cabin and III passengers. 1926-32 London-Havre-Southampton-New York; subsequently became a cruising liner. 1940 (17/6) sunk by German aircraft at St. Nazaire (3,000).
94. 1922 *Antonia*  
13,867—details as (92). (Vickers (Barrow)). (Cabin 500; III-1,200). 1922 (15/6) M/V (London)-Southampton-Quebec-Montreal. 1928-39 Liverpool-Glasgow-Belfast-Quebec-Montreal. 1939 became armed merchant cruiser. 1942 sold to British Admiralty. 1944-45 became *Wayland* (repair ship). 1948 scrapped.
95. 1922 *Ausonia* (II)  
13,912—details as (92). (Armstrong Whitworth). (Cabin 500; III-1,200). 1922 (22/6) M/V Liverpool-Quebec-Montreal. 1923-39 London-Southampton-Quebec-Montreal. 1939 sold to British Admiralty; became armed merchant cruiser. 1944-45 became repair ship.
- 95m.(1922) *Cassandra* (c)  
8,135. 455 × 53. 1-2. 2S-T6-14 (Scott's). Built 1906; Anchor-Donaldson steamer (*q.v.*). 1922 (11/8) F/V (Glasgow)-Liverpool-Quebec-Montreal.
- 95n.(1923) *Athenia* (c)  
13,465. 526 × 66. 1-2-C. 2S-ST(DR)-15 (Fairfield). Built 1923 for Anchor-Donaldson (*q.v.*). 1923 F/V (Glasgow)-Liverpool-Quebec-Montreal. 1923-39 ditto. 1939 (3/9) sunk by U.30 (112).
96. 1923 *\*Franconia* (II)  
20,158—details as (89) (Brown). (I-240; II-460; III-950). 1923 (23/6) M/V Liverpool-New York. 1923-33 ditto; cruising in winter. 1930 II became tourist; 1931 I became cabin. 1934 (London)-Havre-Southampton-New York. 1935 Liverpool-New York and cruising. 1939 became a troopship. 1949 (2/6) first resumed sailing Liverpool-Quebec. (I-250; tourist 600).
97. 1924 *Aurania* (III)  
13,984—details as (92). (Swan, Hunter & Wigham Richardson). (Cabin 500; III-1,200). 1924 (Sept.) M/V Liverpool-New York. 1925 Liverpool-Quebec-Montreal. 1928-39 London-Southampton-Quebec-Montreal. 1939 became armed merchant cruiser. 1942 sold to British Admiralty; 1944-45 became *Artifex* (repair ship).
98. 1925 *\*Ascania* (II)  
14,013—details as (92). (Armstrong Whitworth (Newcastle)). (Cabin 500; III-1,200). 1925 (22/5) M/V London-Southampton-Quebec-Montreal. 1939 became armed merchant cruiser; later troopship. 1947 (Dec.) first resumed sailing Liverpool-Halifax. 1949 (autumn) refitted (I-200; tourist 500). 1950 (21/4) F/V after refit, Liverpool-Quebec-Montreal.



99. 1925 *Alaunia* (II)  
14,030.—details as (92). (Brown). (Cabin 500; III-1,200). 1925 (24/7) M/V Liverpool-Quebec-Montreal. 1926-39 London-Southampton-Quebec-Montreal. 1939 became armed merchant cruiser. 1944 sold to British Admiralty; became repair ship.
- 99o. (1925) *Letitia* (c)  
13,475—details as (95n). (Fairfield). Built 1925 for Anchor-Donaldson (q.v.). 1925-39 (Glasgow)-Liverpool-Quebec-Montreal.
100. 1925 *Carinthia*  
20,277—details as (89). (Vickers (Barrow)). Laid down as *Servia*. (I-240; II-460; III-950). 1925 (22/8) M/V Liverpool-New York; 1925-33 ditto; cruising in winter. 1930 II became tourist; 1931 I became cabin. 1934 (London)-Havre-Southampton-New York. 1935-39 Liverpool-New York and cruising. 1939 became an armed merchant cruiser. 1940 (6/6) torpedoed off coast of N. Ireland.
- 100p. (1926) *Tuscania* (c)  
16,991. 552 × 70. 1-2-C. 2S-ST(DR)-15 (Fairfield). Built 1922 for Anchor Line (q.v.). 1926-31 London-Havre-Southampton-New York.
101. (1934) *Majestic*  
56,621. 915 × 100. 3-2. 4S-ST-23 (Blohm & Voss). Laid down as *Bismarck*, completed 1922 for White Star (q.v.). 1934 F/V Southampton-Cherbourg-New York. 1936 L/V ditto. 1937 became H.M.S. *Caledonia* (boys training ship). 1939 (29/9) burned out at Rosyth.
102. (1934) *Olympic*  
46,439. 852 × 92. 4-2. 3S-T8 & ST-21 (Harland & Wolff). Built 1911 for White Star (q.v.). 1934 F/V Southampton-Cherbourg-New York. 1935 L/V ditto. 1935 scrapped at Jarrow.
103. (1934) *Georgic*  
(1950) \**Georgic* (c)  
(M/S). 27,759. 684 × 82. 2-2-C. 2S-4SC.DA-18 (Harland & Wolff). Built 1932 for White Star (q.v.). 1934 F/V Liverpool-New York. 1935-39 London-Havre-Southampton-New York. 1941 (14/9) bombed and set on fire at Port Tewfik; rebuilt as troopship (1 funnel 1 mast); owners, Ministry of Transport. 1950 chartered by Cunard, Liverpool-New York. 1951 onwards ditto Southampton-New York.
104. (1934) \**Britannic*  
(M/S). 26,943. 684 × 82. 2-2-C. 2S-4SC.DA-18. (Harland & Wolff). Built 1930 for White Star (q.v.). 1934 F/V Liverpool-New York. 1935 F/V London-Havre-Southampton-New York. 1939 became a troopship. 1948 (22/5) first resumed sailing Liverpool-New York (tonnage 27,650); (I-429; tourist 564).
105. (1934) *Laurentic*  
18,724. 578 × 75. 2-2-C. 3S-T8 & ST-16 (Harland & Wolff). Built 1927 for White Star (q.v.). 1934 F/V Liverpool-Quebec-Montreal. 1936 onwards cruising, trooping or laid up. 1939 became an armed merchant cruiser. 1940 (4/11) torpedoed and sunk.
- — *Homeric* }  
— — *Adriatic* } Did not run for Cunard-White Star on N. Atlantic.  
— — *Doric* }
106. 1936 \**Queen Mary*  
80,774. 975 × 119. 3-2-C. 4S-ST(SR)-29 (Brown). Laid down 1930 (27/12); work suspended 1931 (Dec.)-1934 (Apr.). Launched 1934 (26/9). (Cabin 776; tourist 784; III-579). 1936 (27/5) M/V Southampton-Cherbourg-New York. 1939 (Sept.)-1940 (Mar.) laid up at New York. 1940-46 trooping duties. 1942 (2/10) collision with H.M.S. *Curaçoa*; latter sunk. 1947 (31/7) first resumed commercial sailing, Southampton-New York. (1-711; cabin 707; tourist 577). (Tonnage 81,237).

107. 1939 \**Mauretania* (II)  
35,738. 739×89. 2-2-C. 2S-ST(SR)-23 (Cammell Laird). 1939 (17/6) M/V Liverpool-New York. 1939 (12/8) F/V (London)-Havre-Southampton-New York. 1940-46 trooping duties. 1946 (Sept.)-1947 (Apr.) reconditioning. (I-475; cabin 390; tourist 300). 1947 (26/4) first resumed commercial voyage, Liverpool-New York. 1947 ditto, Southampton-New York.
108. (1946) \**Queen Elizabeth*  
83,673. 987×118. 2-2-C. 4S-ST(SR)-29 (Brown). (I-823; cabin 662; tourist 798). Laid down in 1936 (Dec.); launched 1938 (27/9). 1940 (27/2) proceeded from Clyde-New York direct. 1940-46 trooping duties. 1946 (16/10) F/V (commercial) Southampton-New York.
109. 1947 \**Media*  
13,345. 518×70. 1-1-C. 2S-ST(DR)-17 (Brown). (I-250). 1947 (20/8) M/V Liverpool-New York.
110. 1948 \**Parthia* (II)  
13,362. 518×70. 1-1-C. 2S-ST(DR)-17 (Harland & Wolff). (I-250). 1948 (10/4) M/V Liverpool-New York.
111. 1949 \**Caronia* (II)  
34,183. 665×91. 1-1-C. 2S-ST(DR&SR)-22 (Brown). (I-580; cabin 350). 1949 (4/1) M/V Southampton-New York. (The *Caronia*'s subsequent duties have been divided between the Southampton-New York route and "dollar" cruises.)
- 111q. (1950) *Stratheden* (c)  
23,732. 639×82. 1-2-C. 2S-ST(SR)-21 (Vickers-Armstrong (Barrow)). Built 1937 for P. & O. 1950 F/V Southampton-Havre-New York (4 R/V).
112. 1954 \**Saxonia* (II)  
21,637. 570×80. 1-1-C. 2S-ST(DR)-21 (Brown). (I-125; tourist 800). Launched 1954 (17/2). 1954 (2/9) M/V Liverpool-Quebec-Montreal.
113. 1955 *Ivernia* (II)  
22,000. 570×80. 1-1-C. 2S-ST(DR)-21 (Brown). (I-125; tourist 800). Launched 1954 (14/12).
114. — steamer  
22,000. 570×80. 1-1-C. 2S-ST(DR)-21 (Brown). (I-125; tourist 800). Laid down 1954 (23/12).

\* Still in service.

FUNNEL: Red with 2 or 3 black rings; black top.

(NOTE: Since 1934 ex-White Star ships have retained their White Star funnels.)

- FLAG: (a) 1840. Blue long pennant with white saltire flown over a red long pennant.
- (b) 1881. Red; a golden lion holding a globe.
- (c) 1934. Cunard flag flown above White Star flag (except that between 1934 and 1950 ex-White Star ships flew the White Star flag above the Cunard).

(NOTE: Between 1850 and 1880 certain of the Company's ships are believed, from time to time, to have flown a blue swallow-tailed pennant with large white star, which was Samuel Cunard's personal flag. Available details are few and rather conflicting.)



## Chapter 11

1842

s.s. *BRITISH QUEEN*  
(BELGIAN)

THE 2,000 ton wooden paddle steamer *British Queen* of the BRITISH & AMERICAN STEAM NAVIGATION COMPANY was sold to the Belgian Government in August 1841. In the following May she made the first of three round voyages between Antwerp, Southampton and New York under the Belgian flag, but with a British captain and officers. On subsequent voyages her commander was a lieutenant of the Belgian Navy, 50 of whose ratings were detailed to the ship to gain experience. In spite of the fact that a heavy loss was incurred on each voyage, this was a praiseworthy attempt to establish the Belgian flag on the North Atlantic and the first non-British steamship service thereon. An interesting feature was that the fare of £21 was exclusive of meals, which were served "on the principle of a first-rate continental hotel at the fixed prices of 1s. 6d. for breakfast or tea, 3s. for dinner". At the conclusion of the third voyage the *British Queen* was laid up at Antwerp until the autumn of 1844, when she was sold by public auction and scrapped.

## Chapter 12

1845

s.s. *MARMORA*  
(UNITED STATES)

THE 400 ton wooden auxiliary screw, *Marmora* was built in the U.S.A. for the Turkish Government and made only a single crossing of the North Atlantic. The reason for her inclusion in these pages is that she was the first U.S. steamer to cross the North Atlantic to Great Britain since the *Savannah* in 1819.

After a coasting voyage between New York and New Orleans, the *Marmora* left New York for Liverpool on September 2nd 1845. The voyage took 23½ days as her propeller was damaged soon after leaving New York and the voyage was completed under sail. The *Marmora* left Liverpool for Constantinople (Istanbul) on October 31st 1845.

1. 1845 *Marmora*

400. 145 × 24. C-1-3. W-S. (43 passengers). Fitted with Ericsson's propeller. "The entire steam fixtures, boilers, engine, coal-bins, and all, do not cover a space of more than 16 square feet." (*The Times*, 23/9/45.)

## Chapter 13

1845-46

s.s. *MASSACHUSETTS*

(UNITED STATES)

THE superb reputation of the American transatlantic sailing packets during the 1820's and 1830's turned out to be a mixed blessing as it hindered the development of American transatlantic steamship services. In fact, not a single attempt was made by an American steamship to cross the North Atlantic between the pioneer voyage of the *Savannah* in 1819 and the year 1845.

In March 1845 the United States Postmaster-General advertised for tenders to carry the mails by American ships, preferably steamships, to Europe. It had been widely recognised for some years previously that American prestige required the establishment of an American-owned North Atlantic steamship line, and several prominent men of business had already begun to consider ways and means.

One of them was R. B. Forbes of Boston (Massachusetts), who despatched the 770 ton auxiliary wooden screw steamer *Massachusetts* from New York to Liverpool on September 15th 1845. She arrived at her destination on October 3rd—a few days after the *Marmora*, which only made a single passage *en route* to Constantinople (Istanbul) and therefore hardly qualifies as the *Savannah's* American-owned successor. The *Massachusetts* made two round voyages between New York and Liverpool, after which she was purchased by the U.S. Government. A sister ship, the *Edith*, never operated on the North Atlantic, but upon completion was also taken up by the American Government.

An interesting feature of the *Massachusetts* was that her propeller could be raised out of the water when she was proceeding under sail alone.

1. 1845 *Massachusetts*

770. 161 × 22. C-1-3. W-S-D2-8. (40 passengers). 1845 (15/9) M/V New York-Liverpool (2 R/V). 1846 became *Farralones* (U.S. Govt.). 1870 engines removed and became sailing ship *Alaska* (U.S.).

## Chapter 14

1845

s.s. *BANGOR*

(UNITED STATES)

THE first record of a direct North Atlantic steamship sailing to or from the Iberian Peninsula or Mediterranean relates to the wooden paddle steamer *Bangor*, which had been running between Boston and Portland (Maine). This ship proceeded to Gibraltar in 1845—probably from Boston or Portland. No other details are available.



## Chapter 15

1847

s.s. *SARAH SANDS*

(BRITISH)

THE 1,400 ton *Sarah Sands* was an auxiliary iron screw steamer designed for the England–Australia route, but was chartered to the American-owned Red Cross Line of sailing packets to inaugurate an experimental steamship service between Liverpool and New York under the British flag. She was notable as the first ocean-going iron screw steamer apart from the *Great Britain*, and had by far the most varied career of any of the early screw steamers. Most of her North Atlantic passages occupied 17–21 days, which was considerably longer than the average passages of the wooden paddle steamers of the Cunard Line. It was not these, however, with which she was intended to compete, but with the sailing packets, and as regards speed at any rate she succeeded in doing this with the greatest of ease. She can, therefore, be looked upon as a successful experiment.

- a. 1847 *Sarah Sands* (c)  
1,400. 182 × 33. C-1-4. I-S-O2-9 (Hodgson). Launched Sept. 1846. 1847 (20/1) M/V Liverpool–New York (approx. 9 R/V). 1848 (Dec.) Liverpool–Cape Horn–Valparaiso–San Francisco. Ran San Francisco–Panama for Pacific Mail S.S. Co. 1852 (29/1) arrived back in Liverpool. 1852 (summer) Liverpool–New York (1 or 2 R/V). 1852 (18/9) Liverpool–Australia. 1853 (29/5) arrived back at Plymouth. 1853 (15/9) chartered to Canadian S.N. Co. (7 R/V) (*q.v.*). 1855 (Jan.) became a Crimean War transport. 1857 (8/8) became an Indian Mutiny transport. 1857 (11/11) caught fire off Mauritius. After temporary repairs sailed home. Reconditioned as a sailing ship. 1869 wrecked on Laccadive Islands (Indian Ocean).

## Chapter 16

1847–57

OCEAN STEAM NAVIGATION COMPANY

(UNITED STATES)

IN October 1845 the United States Postmaster-General invited tenders for mail services from New York to Liverpool, Bristol, Southampton, Antwerp, Bremen, Hamburg, Havre, Brest or Lisbon. The most favourable of the tenders received came from Edward Mills, who asked for \$300,000 (£60,000) a year for a steamship service to Havre. In spite of a good deal of criticism due to his

lack of shipping experience, he was eventually awarded a five year contract valued at \$400,000 a year for a fortnightly service between New York and Bremen, permission being granted, however, for alternate sailings to be to Havre if desired.

Mills floated the OCEAN STEAM NAVIGATION COMPANY in May 1846 with a nominal capital of \$1,000,000 and assigned his mail contract to the Company. Owing to the unsettled conditions, subscriptions came in slowly and, had it not been for substantial contributions from some of the German States, it is unlikely that the Company would have survived. As it was the total intake was only \$600,000, which made it impossible to build more than two of the four steamers contemplated. The subsidy was accordingly reduced to \$200,000 and the right to run a service from New York to Havre was transferred to Fox & Livingston, the sailing packet owners, who paid for the concession with shares to the nominal value of \$200,000 in the New York & Havre Steam Navigation Company.

The Ocean Line placed orders for the 1,650 ton wooden paddle steamers *Washington* and *Hermann*. The former was launched in January 1847 and left New York on June 1st of the same year for Southampton and Bremen. She arrived in Southampton Water on June 15th and had taken two days longer than the Cunard *Britannia*'s contemporaneous voyage from Boston to Liverpool. Unlike the Cunard steamers, the *Washington* carried second class passengers as well as first.

The *Hermann* entered service in the following spring. Neither ship came up to expectations as regards speed, but subsequent alterations to their boilers had beneficial results. In other respects the service was quite successful, and at the conclusion of the first five year period the U.S. Postmaster-General had no hesitation in renewing the contract for a similar term.

Owing to the temporary withdrawal of nearly all non-American North Atlantic steamship lines during the Crimean War of 1854-55 the Company had a minor boom in both passengers and freight. Even so the 1854 dividend dropped to 7 per cent as compared with 10 per cent in the previous year, the principal reason being a substantial fall in rates and fares. The first class fare, for example, had become £24, in comparison with 30 guineas when the service first started.

Early in 1857 the United States Postmaster-General awarded a contract to the Vanderbilt Line to carry the mails from New York to Bremen, their remuneration being equivalent to the postage on the mails carried. The Ocean Line contract expired in June 1857, and, although they could have come to a similar arrangement, decided that they could not exist without a fixed subsidy—a conclusion that was undoubtedly influenced by the fact that the wooden paddle steamer was out of date, that a year previously the Hamburg American Line had started a service of iron screw steamers between Hamburg and New York, and that a screw service was about to be launched by



the Norddeutscher Lloyd between Bremen and New York. The Ocean Line accordingly suspended operations in July 1857.

1. 1847 *Washington*

1,640. 230 × 39. C-1-3. W-P-SL2-9 (W'velt & McKay). (I-40; II-44). 1847 (2/6) M/V New York-Southampton-Bremen. 1857 (15/7) L/V (Bremen)-Southampton-New York. 1858 sold for service in Pacific. 1863 scrapped.

2. 1848 *Hermann*

1,734. 235 × 40. C-1-3. W-P-SL2-9 (W'velt & McKay). 1848 (21/3) M/V New York-Southampton-Bremen. 1857 (17/6) L/V (Bremen)-Southampton-New York. 1858 sold for service in Pacific. 1869 wrecked.

FUNNEL: Black.

## Chapter 17

1847-48

### TRANSATLANTIC GENERAL STEAM PACKET COMPANY (HEROULT & DE HANDEL) (FRENCH)

THE first French company to establish a North Atlantic steamship service was known in France only by the name of the Havre and Paris firm which operated it—HEROULT & DE HANDEL. Advertisements in an English newspaper, however, referred to the Line as the TRANSATLANTIC GENERAL STEAM PACKET COMPANY,<sup>1</sup> which name it will be convenient to use here. The title "*L'Union Frégate Transatlantique*" never existed, but one of the Company's steamers, the *Union*, may well have been referred to in France as "*L'Union, frégate transatlantique*", which she certainly was.

The French Government chartered the wooden paddle frigates *Christophe Colomb*, *Darien*, *Canada* and *Ulloa* to Heroult & de Handel on May 10th 1847, and awarded them a subsidy of £15,000, a similar sum being advanced as working capital at 5 per cent interest. All four ships were suitably renamed.

A Havre-New York service was advertised to start between May 20th and 30th 1847, but the Bassin de la Floride at Havre had to be dredged to allow the ships to use it and this not only delayed the start but caused a number of voyages to be made from Cherbourg. The service was opened by the *Union*, followed by the *Philadelphie*, *Missouri* (which ran short of coal and had to put in at Halifax) and *New York*, the last-named being responsible for the first Havre sailing, on October 24th 1847. The last round voyage started from the same port on December 23rd.

In the following February it was announced that the Company had incurred losses of £80,000, and that the French Government

(1) *The Times*, 3/5/47, 25/6/47, etc.

would "rearrange the Line, and after giving the steamers new furnaces, increasing the power of the engines and making other improvements, place them again in the trade early in the spring".<sup>1</sup> The service was never reinstated, however, and eight years passed before another French steamship line was established on the North Atlantic. The ships were returned to the French Navy on June 23rd, 1848.

1. (1847) *Union*  
1,100. 198×26. C-1-3. W-P (Brest Dockyard). Launched 1843 (14/3) as *Canada* (French frigate). (I-85; II & III-200). 1847 (22/6) F/V Cherbourg-New York. 1847 (24/11) L/V ditto (3 R/V).
2. (1847) *Philadelphie*  
1,100. 198×26. C-1-3. W-P (Brest Dockyard). Launched 1843 (15/3) as *Christophe Colomb* (French frigate). (I-85; II & III-200). 1847 (15/7) F/V Cherbourg-New York (2 R/V).
3. (1847) *Missouri*  
1,100. 198×26. C-1-3. W-P (Cherbourg Dockyard). Launched 1842 (8/8) as *Ulloa* (French frigate). (I-85; II & III-200). 1847 (1/8) F/V Cherbourg-New York. 1847 (23/12) L/V Havre-New York (2 R/V).
4. (1847) *New York*  
1,100. 198×26. C-1-3. W-P (Cherbourg Dockyard). Launched 1842 (6/10) as *Darien* (French frigate). (I-85; II & III-200). 1847 (15/8) F/V Cherbourg-New York. 1847 (24/10) L/V Havre-New York (2 R/V).  
(N.B. The above dimensions are approximate.)

FUNNEL: Black.

## Chapter 18

1848-49

### s.s. *UNITED STATES*

(UNITED STATES)

THE 1,904 ton wooden paddle steamer *United States* was purchased in 1848 by the Black Ball Line of sailing packets, one of their reasons for so doing being the recent acquisition of the steamer *Sarah Sands* by the rival Red Cross Line.

The *United States* sailed from New York for Liverpool on April 8th 1848, completed the voyage in 14 days and was notable as the first full-powered American steamer on the route. When she arrived back at New York on May 31st she was transferred to the New York-Southampton-Havre route, on which she made four round voyages as an independent steamer.

In 1849 the *United States* was sold to the North German Confederation's navy, which had just been formed.

(1) *The Times*, 15/2/48.



1. (1848) *United States*

1,904. 245 × 40. C-1-3. W-P-SL2-10 (Webb). 1848 completed for New York-New Orleans trade. 1848 (8/4) F/V New York-Liverpool (1 R/V). 1848 (10/6) F/V New York-Southampton-Havre. 1849 (8/1) L/V Southampton-New York (arr. 5/2/49). 1849 became *Hansa* (North German Confederation Navy). 1853 became *Hansa* (Fritze & Lehmkuhl), Bremen-New York (*q.v.*). 1855 became Crimean War transport. 1857 1 R/V Bremen-New York. 1857 became Indian Mutiny transport. 1858 became *Indian Empire* (Galway Line) (2 R/V). 1862 (23/7) destroyed by fire at Deptford (London).

## Chapter 19

1850

S.S. *CITY OF GLASGOW*

(BRITISH)

THE Glasgow shipbuilding firm of Tod & McGregor laid down the 1,609 ton iron screw *City of Glasgow* in August 1849, and upon her completion eight months later decided to run her on their own account between Glasgow and New York. Her first voyage started from the Broomielaw on April 15th 1850, when a large crowd witnessed the pioneer transatlantic steamship sailing from the Clyde and wished *bon voyage* to her 52 first and 58 second cabin passengers.

Negotiations were set in progress for the formation of a Company to maintain a regular service between Glasgow and New York by the *City of Glasgow* and a consort. For the time being, however, they fell through and at the conclusion of her fourth voyage Tod & McGregor disposed of the ship to the Liverpool & Philadelphia Steam Ship Company (better known as the Inman Line).

Although the *City of Glasgow* had two iron screw predecessors on the North Atlantic, she can be regarded as the prototype of a long series of successful steamers built to compete with the sailing packets rather than the wooden paddle steamers of the Cunard Line. She was propelled by overhead geared engines having two cylinders 71 inches in diameter by 60 inches stroke. Amongst her amenities was a bath-room "with apparatus for pumping up the salt water from the Atlantic". She had a spar deck, which formed "a magnificent promenade in fine weather, and in foul weather the main deck afforded ample space for recreation, perfectly lighted and ventilated".

1. 1850 *City of Glasgow*

1,609. 227 × 34. C-1-3. I-S-GB(2)-9 (Tod & McGregor). 1850 (15/4) M/V Glasgow-New York. 1850 (5/10) L/V ditto (4 R/V). 1850 sold to Liverpool & Philadelphia S.S. Co. (Inman Line) (*q.v.*). 1954 (March) disappeared without trace (480).

## Chapter 20

1850-58

## COLLINS LINE

(NEW YORK & LIVERPOOL UNITED STATES' MAIL STEAMSHIP  
COMPANY)

(UNITED STATES)

**T**HE NEW YORK & LIVERPOOL UNITED STATES' MAIL STEAMSHIP COMPANY, invariably known as the COLLINS LINE, was undoubtedly the most important of the early American-owned North Atlantic steamship lines.

In October 1845 the United States Postmaster-General advertised for tenders for the carriage of the mails between America and Europe. He received four, but two more arrived a few months later, one from E. K. Collins, who, in 1836, had founded the Dramatic Line of sailing packets between New York and Liverpool. Collins undertook to provide a fortnightly service of steamers between the same ports during eight months of the year and a monthly service during the remainder for a subsidy of \$385,000 a year for ten years. Owing to pressure of business, Collins' tender was not considered by Congress until June 1846, when it was turned down. It was brought up again on March 3rd 1847, and this time was rather surprisingly passed after a brief debate.

The New York & Liverpool United States' Mail Steamship Company was formed by Collins to implement the terms of the contract. Its capital was rather more than \$1,000,000, divided into shares of \$2,000 each, of which Collins himself held 90 and James Brown, the shipbuilder, 100. The balance of the Company's financial needs was met by a loan from James Brown. Collins was determined that the five steamers required for the service should be far in advance of any predecessors on the North Atlantic. For this reason plan after plan was considered and discarded in favour of a more ambitious one, until finally the tonnage of the proposed ships had risen from 2,000 to nearly 3,000. It was obvious that the cost of the ships would be out of all proportion to the original estimates, and permission was accordingly obtained to build only four instead of five. It had been intended that the service should start in May 1849, but the changes of plan caused a considerable delay and in addition the Company found itself unable to keep up the instalments to the builders. Fortunately, the United States Government came to the rescue by agreeing to advance a sum of \$25,000 a month on each vessel from the time it was launched. Work on the ships, therefore, continued without serious interruption.

The four steamers were named *Atlantic*, *Pacific*, *Arctic* and *Baltic*. Features of interest included steam heating, bathrooms and a



barber's shop, and according to present-day standards the interior fittings were over-ornate. They were the first North Atlantic steamers to have straight stems. To begin with, 200 first class passengers were carried, but rather more than a year later accommodation was added for 80 second class.

The *Atlantic* took the first sailing on April 27th 1850, from New York, and made a slow passage of 13 days owing to some of her paddle floats being damaged by ice. However, the ships soon captured the "Blue Riband" from the Cunard Line, although the fastest passage of all was not made until 1852, when the *Arctic* steamed from New York to Liverpool in 9 days 17¼ hours at an average speed of 13.21 knots.

The Collins ships achieved high speed only at the cost of abnormally heavy wear and tear on the engines, and consequently it was by no means unusual for squads of mechanics to work day and night on repairs during the time that the ships spent in New York. Nevertheless, the only major breakdown during these early months was when the *Atlantic* fractured her paddle shaft and had to return to Queenstown. This was before the days of the Atlantic telegraph, and the delay caused considerable alarm in New York.

Despite the fact that in 1851 the Company carried nearly 50 per cent more passengers than the Cunard Line on the New York-Liverpool route, it soon became apparent that they were operating at a serious loss. The case was put to Congress, who agreed in July 1852 to increase the subsidy to \$858,000 a year subject to six months' notice of withdrawal at any time after December 31st 1854, and to a fortnightly service being maintained throughout the year.

A serious misfortune befell the Company on September 27th 1854, when the *Arctic*, bound from Liverpool to New York, came into collision in foggy weather with the French steamer *Vesta* off Cape Race. It was soon discovered that the *Arctic* was letting in water rapidly, and she sank four or five hours after the impact with a loss of 322 lives. Among the casualties were Collins' wife, son and daughter. It was left to the three surviving ships to maintain the fortnightly schedule.

The Crimean War caused the withdrawal of the Cunard Line service from Liverpool to New York, and in consequence the Collins Line changed their sailing day from Wednesday to Saturday. They reverted to the old arrangement with the sailing of the *Pacific* on January 23rd 1856. This ship left Liverpool three days before the new Cunarder *Persia*, which, despite a slow passage, arrived at New York before her, and in fact the *Pacific* was never heard of again. It was generally supposed that she had foundered after colliding with an iceberg.

The loss of the *Pacific* was a particularly serious blow to the Company because, although the much larger *Adriatic* was in an advanced stage of construction, the two remaining ships were insufficient to maintain the service. The 1,900 ton *Quaker City* was

chartered for one voyage, and subsequently the *Ericsson* was chartered for well over a year, her original compressed air machinery having been replaced some time previously by steam engines of orthodox design. Towards the end of 1856 the *Atlantic* was withdrawn for watertight compartments to be fitted, and as soon as she returned to service the *Baltic* was similarly treated. In each case the Company came in for a good deal of criticism as the bulkheads were made of wood and not iron. Latterly, the 1,900 ton *Columbia* was chartered in place of the *Ericsson*.

The 3,700 ton *Adriatic* had been launched in April 1856 and was originally intended to sail from New York in the following October. Her completion was, however, considerably delayed by a decision to fit her with watertight compartments, and she eventually sailed from New York in November 1857, making a fast passage of 10 days 7 hours. She was the last and the largest wooden paddle steamer built for North Atlantic service and cost £250,000.

The *Adriatic* arrived on the scene too late to retrieve the fortunes of the Collins Line, which had gone downhill fast since the loss of the *Pacific*, and had lost the "Blue Riband" to the Cunard Line. To crown all, Congress decided in August 1857 to give six months' notice to reduce the mail subsidy from \$858,000 to the original figure of \$385,000 a year. This was a final blow from which the Company could not possibly recover, and at the conclusion of the *Baltic*'s westbound voyage, starting from Liverpool on February 3rd 1858, the service was withdrawn.

The founder of the Line, E. K. Collins, survived until 1878, but took no further part in the shipping business.

1. 1850 *Atlantic*

2,860. 282 × 45. S-1-3. W-P-SL(2)-12 (Brown). (1-200) (II-80 added later). 1850 (27/4) M/V New York-Liverpool. 1857 (23/12) L/V Liverpool-New York. 1858-59 laid up. 1860 ran for North Atlantic S.S. Co. (1 R/V) (*q.v.*). 1861 Civil War transport. 1866 ran for North American Lloyd (*q.v.*). 1867 ran for New York & Bremen S.S. Co. (*q.v.*). 1871 scrapped.

2. 1850 *Pacific*

Ditto. (Brown & Bell). 1850 (25/5) M/V New York-Liverpool. 1856 (23/1) L/V Liverpool-New York. Disappeared without trace (240).

3. 1850 *Arctic*

Ditto. (Brown). 1850 (27/10) M/V New York-Liverpool. 1854 (27/9) collision with French s.s. *Vesta* near C. Race (322).

4. 1850 *Baltic*

Ditto. (Brown & Bell). 1850 (16/11) M/V New York-Liverpool. 1853 mizzen mast removed. 1858 (3/2) L/V Liverpool-New York. 1858-61 laid up. 1861 Civil War transport. 1866 ran for North American Lloyd (*q.v.*). 1867 ran for New York & Bremen S.S. Co. (*q.v.*). 1870 engines removed. 1880 scrapped.

4a. (1855) *Nashville* (c)

1,800. 216 × 35. C-1-2. W-P-SL(1)-10 (Collyer). Built 1853 for New York-Charleston trade. 1854 ran for New York & Havre Co. (2 R/V). 1855 (21/3) F/V New York-Liverpool (1 R/V). 1861 became Confederate cruiser. 1864 destroyed by Federal forces.



- 4b. (1856) *Quaker City* (c)  
1,900. 227 × 36. C-2-2. W-P-SL(1)-10 (Vaughan & Lynn). Built 1854. 1856 (16/2) F/V New York-Liverpool (1 R/V). 1867 yachting cruise to Mediterranean. Mark Twain was a passenger and wrote *Innocents Abroad*. 1868 ran for New York & Bremen S.S. Co.
- 4c. (1856) *Ericsson* (c)  
1,920. 250 × 40. C-2 × 2-2. W-P-SL(2)-10 (Perrin). (I-100). Built 1853 as caloric ship. 1855 ran New York-Havre. 1856 (29/3) F/V New York-Liverpool. 1857 (22/8) L/V Liverpool-New York. 1861 Civil War transport. 1866 ran for North American Lloyd (q.v.). Later engines removed. 1892 wrecked.
- 4d. (1857) *Columbia* (c)  
1,900. 230 × 35. ? W-P-SL(1)-10 (Collyer). 1857 (June) F/V New York-Liverpool (3 or 4 R/V).
5. 1857 *Adriatic*  
3,670. 355 × 50. S-2-2. W-P-0(2)-13 (Steers). (I-316; II-60). 1857 (23/11) M/V New York-Liverpool (1 R/V). 1860 ran for North Atlantic S.S. Co. (q.v.). 1861 became *Adriatic* (Galway) (q.v.). 1869 converted to sail. 1873 became hulk at Bonny (W. Africa). 1885 dismantled.

FUNNEL: Black; red top.

## Chapter 21

1850

s.s. *VICEROY*  
(BRITISH)

**B**Y the beginning of 1850 the Midland & Great Western Railway of Ireland had almost completed its line from Dublin to Galway.

Not unnaturally, therefore, the Railway helped to finance a scheme put forward by the inhabitants of the town and county of Galway to establish a line of steamers between Galway and New York.

As a start, the 800 ton wooden paddle steamer *Viceroy*, normally engaged in the cross-channel service between England and Ireland, was chartered and left Galway for Halifax and New York on June 1st 1850 with a few passengers, a small quantity of cargo and 400 tons of bunker coal. She arrived at Halifax on June 11th and proceeded to New York. Thick fog was encountered soon after leaving New York for Galway on June 22nd, and two days later she grounded near Cape Sable. The passengers, crew and baggage were safely landed, but the *Viceroy* became a total loss and was broken up where she lay.

THE NEW YORK & GALWAY STEAM SHIP COMPANY was founded in New York some months later, but there were no further sailings on the route until the establishment of the Galway Line in 1858.

## Chapter 22

1850

## SLOMAN LINE

(GERMAN)

**I**N 1850, three years after the Hamburg American Line started operations with a fleet of sailing packets between Hamburg and New York and several years before the service changed over to steam, the old-established Hamburg firm of Rob. M. Sloman despatched the 800 ton iron screw steamer *Helena Sloman*, newly-built by Pim of Hull, from Hamburg to New York. A second voyage started from Hamburg on August 11th 1850, and the *Helena Sloman* arrived at New York on September 4th. On her third voyage she left Hamburg on October 26th with 110 passengers and picked up another 40 at Southampton, whence she sailed on November 1st. A few days later she was disabled by a heavy sea, continued her voyage under sail alone and on November 29th, when in a sinking condition, was seen by the sailing packet *Devonshire*, which took off her passengers. Nine of them were unfortunately lost owing to an accident to one of the boats.

It had been stated that three further steamers of greater tonnage and power were to be constructed for the Sloman Line,<sup>1</sup> but this disaster caused a change of plan and the Company continued for some years to confine its activities to sail.

## Chapter 23

1850-61 : 1865-67

## NEW YORK &amp; HAVRE STEAM NAVIGATION COMPANY

(UNITED STATES)

**T**HE NEW YORK & HAVRE STEAM NAVIGATION COMPANY owed its existence to the inability of the Ocean Steam Navigation Company to build more than two of the four steamers required under their 1846 mail contract, which allowed alternate sailings to be made to Havre instead of Bremen. The rights to the New York-Havre line were, therefore, sold to Messrs. Fox & Livingston, the owners of the sailing packets running between these ports. Payment for the concession and its accompanying subsidy of \$200,000 a year was

(<sup>1</sup>) *The Times*, 4/11/50.



made by shares to the nominal value of \$200,000 in the New York & Havre Steam Navigation Company, which was established at this time.

Orders were placed for the 2,000 ton wooden paddle steamers *Franklin* and *Humboldt*, of which the former sailed from New York in October 1850 for Southampton and Havre. Her second eastbound voyage was made in the fast time of 11 days 8 hours from New York to the Needles. This was not up to the standard of the best Cunard passages, but beat by 24 hours a contemporary passage by the new Cunarder *Niagara* on the shorter run to Liverpool.

The *Humboldt* entered the service in May 1851. She and her consort operated with very fair success until December 1853, when she was wrecked near Halifax. Her place was temporarily taken by the chartered *Nashville*, which after two voyages gave way to the *Union*. In July 1854 the *Franklin* was wrecked on Long Island, and for nearly a year the *Union* and another chartered steamer, the *St. Louis*, took full charge of the service.

To make good these losses the Company laid down the 2,200 ton *Arago* and *Fulton*, which differed from their predecessors in that they had two funnels and two masts instead of a single funnel and three masts. They entered service in June 1855 and February 1856 respectively, and the chartered steamers were withdrawn.

The Company's mail subsidy expired in 1857 and was followed by a new contract for one year, compensation being limited to the gross amount of the United States postage, sea and inland, upon the mails carried. This arrangement continued until the outbreak of the American Civil War in 1861, when both steamers were chartered by the War Department and the service was suspended.

The *Arago* and *Fulton* resumed monthly sailings in November 1865 between New York and Havre via Falmouth instead of Southampton. It soon became known that the American Government was unwilling to grant a mail subsidy, and it was rumoured that the ships were not paying. This appeared to be contradicted by the fact that the iron screw *Merrimac* and *Mississippi* were chartered to increase sailings from monthly to fortnightly. However, the *Mississippi* made only two round voyages and a chartered wooden paddle steamer took the place of her consort. Retrenchment began in the autumn of 1867 and the service was withdrawn by the end of the year, the main reason being lack of co-operation on the part of the American Government. A contributory factor was the obsolescence of the Company's wooden paddle steamers.

1. 1850 *Franklin*  
2,184. 263 × 42. C-1-3. W-P-SL(2)-10 (W'velt & McKay). (I & II). 1850 (5/10) M/V New York-Southampton-Havre. 1854 (17/7) wrecked on Long Island (0).
2. 1851 *Humboldt*  
2,350. 282 × 40. S-1-3. W-P-SL(2)-10 (W'velt & McKay). (I & II). 1851 (6/5) M/V New York-Southampton-Havre. 1853 (5/12) wrecked at Halifax (1).

- 2a. (1854) *Nashville* (c)  
1,800. 216 × 35. C-1-2. W-P-SL(1)-10 (Collyer). Built 1853. 1854 (Jan.) F/V New York-Southampton-Havre (2 R/V). 1855 ran for Collins Line (1 R/V) (q.v.).
- 2b. (1854) *Union* (c)  
1,650. W-P-SL(2)-10 (Webb). Built 1851. 1854 (May) F/V New York-Southampton-Havre. 1856 (15/1) L/V Havre-Southampton-New York.
- 2c. (1854) *St. Louis* (c)  
2,000. (W-P). 1854 (1/8) M/V New York-Southampton-Havre. 1855 (20/11) L/V Havre-Southampton-New York.
3. 1855 *Arago*  
2,260. 281 × 41. S-2-2. W-P-O(2)-10 (W'velt & McKay). (I & II). 1855 (2/6) M/V New York-Southampton-Havre. 1861 chartered by U.S. War Department. 1865 (Nov.) sailings resumed, New York-Falmouth-Havre. 1867 (25/12) L/V Havre-Falmouth-New York. 1869 sold to Peru.
4. 1856 *Fulton*  
2,061. 278 × 42. S-2-2. W-P-O(2)-10 (W'velt & McKay). (I & II). 1856 (9/2) M/V New York-Southampton-Havre. 1861 chartered by U.S. War Department. 1865 (Dec.) sailings resumed, New York-Falmouth-Havre. 1867 (27/11) L/V Havre-Falmouth-New York. 1870 scrapped.
- 4d. (1867) *Mississippi* (c)  
2,000. (I-S) (Harrison Loring (Boston)). 1866 ran for North American Lloyd (q.v.). 1867 (Mar.) F/V New York-Falmouth-Havre (2 R/V). 1869 wrecked.
- 4e. (1867) *Guiding Star* (c)  
2,200. (W-P). Built 1863. 1867 (Apr.) F/V New York-Falmouth-Havre (3 R/V).
- 4f. (1867) *Morning Star* (c)  
2,200. (W-P). 1867 (June) F/V New York-Falmouth-Havre (1 R/V).

FUNNEL: Black.

## Chapter 24

1850-93

### INMAN LINE

(BRITISH)

- 1850. Liverpool & Philadelphia Steam Ship Company
- 1857. Liverpool, New York & Philadelphia Steam Ship Company
- 1875. Inman Steamship Company Limited
- 1886. Inman & International Steamship Company Limited

**T**HE LIVERPOOL & PHILADELPHIA STEAM SHIP COMPANY was founded in 1850 by the Liverpool firm of Richardson Brothers & Company, whose partners were the two brothers Richardson and William Inman. The latter was the driving force behind it. Within five years he had gained complete control and the Company was invariably referred to as the INMAN LINE.



After making four round voyages between Glasgow and New York, the 1,600 ton iron screw *City of Glasgow*, which was the first really successful screw steamer on the North Atlantic, was sold to the Liverpool & Philadelphia Steam Ship Company, whose Liverpool-Philadelphia service she inaugurated in December 1850. Having met with head winds she took 22 days to reach her destination, but the homeward voyage was completed in the satisfactory time of 13 days 16 hours. In July 1851 she was joined by the 1,900 ton *City of Manchester*. It should be borne in mind that not only was the screw steamer in its infancy, but its main purpose at this time was to compete with the sailing packets, and this the Inman steamers certainly managed to do. A contributory factor to their success was that in 1852 provision was made for the carriage of 400 steerage passengers in addition to first and second class.

The year 1854 was a disastrous one for the Company. At the beginning of March the *City of Glasgow* sailed from Liverpool with a complement of 480 passengers and crew and was never heard of again, while in August a new steamer, the 2,200 ton *City of Philadelphia*, left Liverpool on her maiden voyage and was wrecked near Cape Race ten days later. She became a total loss, but her passengers and crew were saved. It was left to the *City of Manchester* to carry on the service as best she could.

Soon after the outbreak of the Crimean War the Company received a favourable offer to charter the *City of Manchester* and two nearly completed ships, the *City of Baltimore* and *City of Washington*, to the French Government. William Inman was determined to take advantage of the opportunity, but the Richardson brothers were Quakers and strongly disapproved of the ships being used for any warlike purpose. The deadlock was overcome by the brothers retiring from the Company, which thus came under Inman's control.

The Company's North Atlantic service was suspended for considerably more than a year and was resumed by the 2,350 ton *City of Baltimore* in April 1856. The *Kangaroo*, *City of Manchester* and *City of Washington* sailed later in the year. The *Kangaroo* had been purchased by the Company in the autumn of 1854 and taken up by the British Government as a transport. The 1,950 ton *Vigo* was purchased in 1858 owing to the absence of the *City of Manchester* on trooping duties to the Indian Mutiny.

It was decided towards the end of 1856 that sailings should henceforth be to Philadelphia and New York alternately, the first departure for the latter port being taken by the *City of Washington* on December 31st. Shortly afterwards the American-owned Collins Line withdrew their service between New York and Liverpool, and after one more Philadelphia sailing the Inman Line decided to make New York their regular terminal. In March 1857 the title of the Line was changed to LIVERPOOL, NEW YORK & PHILADELPHIA STEAM SHIP COMPANY, but there were few, if any, subsequent sailings to

Philadelphia. The years 1856-57 were prosperous ones and the Company carried over 70,000 passengers—one-third of the total steamship passengers during this period between England and the United States.

The *City of Manchester* made an experimental call at Queens-town (Cobh) in April 1859 in order to cater for the increasing emigration from Ireland to the United States. The arrangement was a success and the *City of Baltimore* inaugurated a regular call, outwards and homewards, on May 12th.

In December 1859 the Company purchased the two surviving units of the Glasgow & New York Steam Ship Company's fleet, the *Edinburgh* and *Glasgow*. It was decided to transfer these new acquisitions to Liverpool and operate a subsidiary monthly service between Glasgow and New York with the *City of Manchester* and *Kangaroo*. After one sailing by each the Glasgow service was, however, abandoned and instead the Liverpool sailings were increased from fortnightly to weekly.

The purchase of the 2,200 ton Cunard *Etna* in 1860 brought the Company's fleet up to a total of eight ships, namely, the three "*Cities*", together with the *Edinburgh*, *Glasgow*, *Etna*, *Kangaroo* and *Vigo*.

The American Civil War was responsible for the withdrawal of the various American-owned North Atlantic steamship services. The Company took advantage of the favourable conditions by commissioning the 2,350 ton *City of New York* in 1861, followed by the *City of London* and *City of Boston*. Unfortunately the *City of New York* was wrecked on Daunts Rock, near Queenstown, in March 1864, and the *Glasgow* was destroyed by fire at sea just over a year later. A second *City of New York* was under construction.

In the meanwhile the Company had more ships than they required for their weekly service from Liverpool to New York, and in February 1863 the *Kangaroo* inaugurated a subsidiary service on the same route in conjunction with the 1,500 ton *City of Cork* and *City of Limerick*, followed by the 2,100 ton *City of Dublin*.

The Company's business continued to expand, and the 2,550 ton *City of Paris* was placed in service in March 1866. She was larger and faster than any of her predecessors and could, in fact, claim to be one of the fastest steamers afloat. Her best effort was a crossing from Queenstown to New York in shorter time, but at a lower average speed, than the Cunard record-breaker *Scotia's* best passage. The 2,400 ton *City of Antwerp* was completed early in 1867.

The "extra" service was increased from fortnightly to weekly as a result of the boom in North Atlantic business at the conclusion of the American Civil War, but the fortnightly schedule was resumed when the ensuing slump developed in 1867, and the Company had to seek employment for some of the smaller ships. In September 1867, therefore, the *City of Limerick* was despatched from Liverpool to New Orleans,<sup>1</sup> and at about the same time the *City of Cork*

(<sup>1</sup>) *The Times*, 31/8/67 (advt.).



and *Kangaroo* inaugurated a new service from Antwerp to New York.<sup>1</sup> This was continued at intervals until 1869.

The mail contract for the Cunard service between Liverpool, Halifax and Boston lapsed in December 1867, and in its place the Postmaster-General awarded the Inman Line a subsidy of £375 per voyage for a fortnightly service from Queenstown to Halifax. By a coincidence the ex-Cunard *Etna* took the first Inman Line mail sailing, and left Liverpool on January 4th 1868 for Queenstown, Halifax and New York. At the same time the Company received their first mail contract to the United States in connection with their premier service, but in this case payment was made by results, namely, one shilling an ounce for letters and a lower rate of remuneration for the various categories of printed matter. This was only a temporary arrangement, and in 1869 the Company was awarded an annual subsidy of £35,000 for a weekly departure from Liverpool via Queenstown to New York.

The 2,900 ton *City of Brooklyn* was placed in service in March 1869, and although appreciably larger than any previous ship in the fleet was eclipsed in the following October by the 3,100 ton *City of Brussels*, which was the first North Atlantic liner apart from the *Great Eastern* to have steam steering gear. On her second homeward voyage, in December 1869, she brought fame to her owners by steaming from New York to Queenstown at the record average speed of 14.66 knots.

Steps were already being taken to bring some of the older ships up-to-date and the process was simplified by the recent introduction by Harland & Wolff of a new and increased ratio of length to beam. The customary ratio had hitherto been about  $8\frac{1}{2}$  to 1 and was increased by stages to 10 or more to 1. The effect was that a new ship might well be 50 feet longer than an older one of similar beam. It did not, therefore, require much ingenuity to determine that the carrying capacity of the older ships could be considerably increased by lengthening, and this became a popular practice with the Inman and other lines.

The first Inman ships to be taken in hand were the *City of Washington* and *City of London*. The former was lengthened in 1869 from 319 to 358 feet, with a consequent increase in tonnage from 2,400 to 2,900. Various other ships were dealt with in a similar manner, including the *Etna* and *City of Limerick*, which in addition were fitted with the newly-introduced compound engines. The *Etna* was renamed *City of Bristol*.

Trading conditions had improved sufficiently for the Company to resume their bi-weekly service early in 1870, and for the next few months a mail steamer was despatched on Thursdays from Liverpool to New York and an extra steamer on Saturdays alternately to New York direct and to Halifax and Boston. In December 1870, New York again became the American terminal for all steamers, and six months later, on the expiry of the Canadian mail contract, the Halifax call

(1) *The Times*, 29/8/67 (advt.).

was abandoned. The 700 ton *City of Durham* and *City of Halifax*, which had been maintaining a mail service between Halifax and St. John's (Newfoundland), were recalled and instead undertook a weekly service between Liverpool, Havre and Antwerp in place of the Antwerp-New York service to which reference has already been made.<sup>1</sup>

The year 1870 was one of the most successful in the Company's history. During the course of 68 voyages from Liverpool to New York it carried 3,600 cabin and 40,500 steerage passengers, the combined total being about 9,000 higher than that of the National Line, which was its nearest rival. The success of the year was, however, marred by the loss of the *City of Boston*, which disappeared at sea with her complement of 177 passengers and crew.

The principal shipping event of 1871 was the introduction of the White Star Line service between Liverpool and New York with a fleet of large and fast steamers of revolutionary design. Before the end of the year the *City of Brussels*, then only two years old, was taken out of service and fitted with an iron promenade deck. This and other improvements brought her more or less in line with the White Star ships.

The 4,500 ton *City of Montreal* was the first of the new steamers designed to meet the White Star competition. She was larger but decidedly slower than her rivals and, although a popular ship, was extremely heavy on coal. For this reason her horizontal compound engines were replaced within four years by the more customary vertical type. She was followed by the 4,500 ton *City of Chester* and *City of Richmond*.

Having lost the "Blue Riband" to the White Star in May 1872, the Inman Line decided to make an attempt to regain it. It therefore laid down the 5,500 ton *City of Berlin*, which was commissioned in April 1875 and remained the largest steamer in active service on the North Atlantic until 1881. She captured the record in both directions, but her success was short-lived as only four months after she appeared the new White Star *Germanic* beat her by a comfortable margin. In 1879 she became the first British steamer on the North Atlantic to be fitted with electric light, and although this new feature was confined mainly to the dining saloon it created much interest.

The Inman Line was by no means the only North Atlantic line that found itself desperately short of capital during the middle 1870's, the principal reason being that within a space of ten years the average tonnage of steamers had more than doubled and in some cases their cost had quadrupled. The slump which developed in earnest in 1874 changed a difficult position into a desperate one and was responsible for the abandonment of the weekly extra service to New York. In 1875 William Inman turned his concern into a limited liability company, the INMAN STEAMSHIP COMPANY LIMITED. This move, combined with the excellent reputation held by the ships, enabled him to weather the storm. Nevertheless, the year 1876 promised to

(1) *Liverpool Journal of Commerce*, 9/4/72 (advt.).



be no better than the two preceding ones and being free from any mail commitments the Inman and White Star Lines decided that from April 1876 onwards they would both limit their sailings to three in every five weeks, instead of at least one a week as previously. This arrangement lasted until well into 1877, and during the greater part of the time the Inman service was undertaken by the "*Cities*" of *Chester*, *Richmond* and *Berlin*.

The mail arrangements were revised in 1877, and from the middle of March the Inman Line shared the Thursday sailing with the White Star Line. From the beginning of 1878 the two companies were made jointly responsible for departures every Tuesday and Thursday, and this arrangement continued until 1885, when each company was allotted a fixed day. The rate of remuneration was 4s. a pound for letters and 4d. a pound for newspapers.

During the years 1879-80 no fewer than six ships were sold, with the result that the Company's fleet was reduced to six ships—the "*Cities*" of *Berlin*, *Richmond*, *Chester*, *Montreal*, *Brussels* and *Paris*.

The time had come for the Inman Line to build a new ship, and it was determined not only that she should be considerably larger and faster than any previous unit but that she should be built of steel, which would give her greater carrying capacity. Unfortunately, owing to a temporary shortage of steel, and in order to avoid any prolonged delay, it was eventually decided to make considerable use of iron, and this was largely responsible for the ship's limited success. She was launched on June 14th 1881 as the *City of Rome*, and started a fashion that remained in vogue for fully 50 years by having three funnels. William Inman survived her launch by only a few days, and was therefore spared the disappointment caused by her indifferent maiden voyage of 9 days 17 hours in the following October, the homeward voyage of 8 days 6 $\frac{3}{4}$  hours being also a long way short of the record. She was then laid up until the following spring, and during this period of idleness various alterations were made to her machinery. Some improvement resulted, but her performance was still far below her owners' expectations, and in addition her cargo capacity was 2,200 tons and not 3,800 tons as stated in the specifications. In September 1882, therefore, at the conclusion of her sixth round voyage, she was thrown back on the hands of her builders. A major dispute took place, the outcome being that she returned to the Liverpool-New York route under the management of the Anchor Line.

The Inman Line received a further blow in January 1883, when the *City of Brussels* was involved in a collision near the mouth of the River Mersey and sank with a loss of ten lives. As a temporary measure the *City of Paris* was put back into service, several steamers of other lines were chartered for one or more voyages and the White Star *Baltic* was regularly employed by the Company until October 1886.

It had been announced soon after the loss of the *City of Brussels*

that the Company had purchased on the stocks the 5,200 ton *Vancouver*, which was being built for the Dominion Line. She was renamed *City of Chicago*, and left Liverpool in the following September on her maiden voyage to New York. Her chief point of interest was that she was the only steamer commissioned by the Inman Line to have a straight stem.

The fortunes of the Company again sank to a very low ebb. Additional capital was badly needed for the building of new ships, and an attempt to raise money by means of debentures was a failure. At a meeting held in October 1886 it was decided that the Company should go into voluntary liquidation. This was a strategic move as negotiations were already in progress for the purchase of the Company by the International Navigation Company, the owners of the American and Red Star Lines. The deal went through soon afterwards, and the INMAN & INTERNATIONAL STEAMSHIP COMPANY LIMITED was formed to take over the fleet and assets of the Inman Line. Although the new concern was essentially American there were few outward changes and the steamers continued to fly the British flag.

The new company took immediate steps to place orders for two large ships. At the same time the *City of Berlin* was sent to Birkenhead for extensive modernisation and triple expansion machinery. However, in August 1887, before she returned to service, the *City of Montreal* was destroyed by fire at sea and the Company's fleet was reduced to four ships—the "*Cities*" of *Chicago*, *Richmond*, *Chester* and *Berlin*. Once again it was necessary to make use of chartered tonnage, but on this occasion steamers belonging to the allied American Line were employed.

The first of the new steamers, the steel-built *City of New York* (III), left Liverpool in August 1888 on her maiden voyage to New York. She had a tonnage of 10,500 and was the largest steamer in the world as the *Great Eastern* was about to be broken up. She was equally notable as the first "express" steamer on the North Atlantic to be propelled by twin screws. A sister ship, the *City of Paris* (II), followed in April 1889. The "*New York*" took some time to settle down as a record-breaker, but on her second westbound voyage the "*Paris*" steamed from Queenstown to Sandy Hook at the record average speed of 19.95 knots, followed by a homeward voyage at 20.02 knots.

One of the features of these ships was a very complete system of watertight bulkheads, both transverse and longitudinal. The *City of Paris* had a narrow escape from disaster on March 25th 1890. She was nearing the Irish coast at full speed when the starboard propeller shaft snapped, causing the engine to race and wreck both itself and the longitudinal bulkhead. In addition, the sea connections were so badly damaged that both engine rooms were flooded. Fortunately, no one was injured, and the ship was towed into Queenstown for temporary repairs.



At the beginning of the 1890's the Company's fleet consisted of six ships, four of which were required to maintain a weekly service, with another in reserve. The *City of Richmond* was accordingly sold in 1891. In July of the following year the *City of Chicago* was wrecked off the southern coast of Ireland. This loss, the ninth since the Company's foundation in 1850, did not affect the regularity of the sailing schedule, but prompted the placing of orders on the Clyde for two new ships of nearly 9,000 tons, which were not completed, however, until a major reorganisation had taken place.

On May 10th 1892, an Act of Congress was passed authorising the transfer of the *City of New York* and *City of Paris* from British to American registry, and in the following September the United States Postmaster-General accepted the tender of the Inman & International Line to carry the American mails from New York to Southampton instead of Liverpool. The changeover was completed in February 1893, when the last "I. & I." sailing took place from Liverpool. Simultaneously the ships were transferred to the AMERICAN LINE, which had been running an unpretentious service between Philadelphia and Liverpool since 1873 and in more recent years had been owned by the International Navigation Company, which in turn owned the Inman & International Steamship Company. Thus, the disappearance of the honoured name "Inman" resulted in the transformation of the American Line from a position of relative insignificance to one of major importance.

1. (1850) *City of Glasgow*  
1,609. 227 × 34. C-1-3. I-S-GB(2)-9 (Tod & McGregor). (Cabin 130; III-400) (steerage added in 1852). Built 1850 and made 4 R/V Glasgow-New York for builders. 1850 (11/12) F/V Liverpool-Philadelphia. 1854 (1/3) L/V ditto; disappeared without trace (480).
2. 1851 *City of Manchester*  
1,892. 265 × 37. C-1-4. I-S-GB(2)-9 (Tod & McGregor). 1851 (26/7) M/V Liverpool-Philadelphia. 1854 became Crimean War transport (French). 1856 (13/8) resumed Liverpool-Philadelphia; tonnage 2,109. 1857 became transport to Indian Mutiny. 1862 new boilers (after 48 R/V on N. Atlantic). 1871 (9/1) L/V Liverpool-New York-Liverpool. 1871 sold; engines removed. 1876 wrecked.
3. 1854 *City of Philadelphia*  
2,168. 294 × 39. C-1-3. I-S-?-10 (Tod & McGregor). 1854 (30/8) M/V Liverpool-Philadelphia. 1854 (9/9) wrecked near Cape Race (0).
4. (1856) *City of Baltimore*  
2,368. 325 × 38. C-1-3. I-S-?-10 (Tod & McGregor). 1855 (20/3) Liverpool-Marseilles; French transport service. 1856 (23/4) F/V Liverpool-Philadelphia. 1866 new engines and boilers (1867 steamed 390 m. in 24 hrs.). 1873 (29/7) L/V Liverpool-New York-Liverpool. 1874 became *Fivaller* (British). 1882 (or later) became *Benicarlo* (Spanish), when compounded.
5. (1856) *Kangaroo*  
1,773. 257 × 36. C-1-3. I-S-O(2)-10 (Hill). Built 1853 for Australian Pacific Mail S.P. Co. 1854 purchased by Inman; chartered to British Govt. 1856 (30/7) F/V Liverpool-Philadelphia. 1863 relegated to Saturday extra service. 1869 (2/1) L/V Liverpool-New York-Liverpool. 1870 compounded and became *Kangaroo* (cable steamer) (British). 1888 became *Selamet* (Turkish). 1901 (approx.) scrapped.

6. (1856) *City of Washington*  
2,381. 319×40. C-1-3. I-S?-10 (Tod & McGregor). Completed 1855 and chartered to French Government. 1856 (5/11) F/V Liverpool-Philadelphia. 1856 (31/12) F/V Liverpool-New York (first Inman voyage to N.Y.). 1864 new boilers (after 63 R/V on N. Atlantic). 1869 lengthened to 358 ft. (2,870 tons). 1873 (7/7) wrecked near Cape Sable (0).
7. (1858) *Vigo*  
1,953. 270×35. C-1-3. I-S-H2-10 (Laird). Laid down as *Huron* (Canadian S.N. Co.) (*q.v.*). Completed 1855 as *Vigo* (Vapores Correos Españoles Trasatlanticos). 1856 became *Vigo* (Compagnie Franco-Américaine) (*q.v.*). 1858 (1/9) F/V Liverpool-New York. 1861 (1/5) L/V ditto. 1861 sold to U.S. Government.
8. (1859) *Edinburgh*  
2,197. 300×40. C-1-3. I-S?-10 (Tod & McGregor). Built 1855 for Glasgow & New York S.S. Co. (*q.v.*). 1859 (23/11) F/V Liverpool-New York. 1867 (7/9) L/V ditto. 1870 sold to Telegraph Construction Co. and compounded, later became *Amsterdam*. 1881 became *Edinburgh* (Adamson & Ronaldson) (*q.v.*). 1887 sold to Italian Government. 1892 (approx.) scrapped.
9. (1860) *Glasgow*  
1,962. 262×36. C-1-4. I-S?-10 (Tod & McGregor). Purchased 1859 from Glasgow & New York S.S. Co. (*q.v.*). (Cabin 160; III). 1860 (22/2) F/V Liverpool-New York. 1865 (31/7) burnt at sea (0).
10. (1860) *Etna*  
(1871) *City of Bristol*  
2,215. 305×38. C-1-3. I-S-GB(2)-10 (Caird). Built 1855 for Cunard (*q.v.*). 1860 (5/12) F/V Liverpool-New York. 1871 lengthened to 349 ft. (2,655 tons), compounded and renamed. 1871 (30/5) F/V Liverpool-New York as *City of Bristol*. 1880 sold.
11. 1861 *City of New York* (I)  
2,360. 336×40. C-1-3. I-S-HT(2)-12 (Tod & McGregor). 1861 (11/9) M/V Liverpool-New York. 1864 (29/3) wrecked on Daunts Rock (0).
12. 1863 *City of Cork*  
1,547. 265×33. C-1-3. I-S?-10 (Denny). 1863 (21/3) M/V Liverpool-New York. 1871 (14/1) L/V Liverpool-Halifax-New York. 1871 sold.
13. (1863) *City of Limerick*  
1,529. 281×34. C-1-3. I-S-GB(2)-10 (Smith). Built 1855 as *African* (British). 1863 (29/5) F/V Liverpool-New York. 1870 lengthened to 331 ft. (2,536 tons) and compounded. 1880 sold to Wm. Ross & Co. (Thistle Line) (*q.v.*). 1882 (8/1) disappeared at sea (43).
14. 1863 *City of London*  
2,560. 336×40. C-1-3. I-S-I(4)-12 (Tod & McGregor). 1863 (8/7) M/V Liverpool-New York. 1869 lengthened to 374 ft. (2,765 tons); new simple engines. 1879 sold to Wm. Ross & Co. (Thistle Line) (*q.v.*). 1881 compound engines. 1881 (13/11) disappeared at sea (41).
15. (1864) *City of Dublin*  
2,138. 318×36. C-1-3. I-S?-11 (Smith). Built 1864 as *Hellespont* (British). 1864 (3/9) F/V Liverpool-New York. 1872 (2/4) L/V ditto. 1873 compounded and became *Quebec* (Dominion) (*q.v.*). 1888 became *Nautique* (French). 1890 foundered in North Atlantic.
16. 1865 *City of Boston*  
2,278. 305×39. C-1-3. I-S?-12 (Tod & McGregor). (Cabin 100; III). 1865 (8/2) M/V Liverpool-New York. 1870 (25/1) L/V New York-Liverpool; disappeared without trace (177).



17. 1865 *City of New York* (II)  
2,642. 321×40. C-1-3. I-S-HT(2)-12 (Tod & McGregor). 1865 (7/6) M/V Liverpool-New York. 1871 lengthened to 375 ft. (3,523 tons). 1877 compound engines. 1882 (19/12) L/V Liverpool-New York. 1883 sold to Allan Line; new compound engines; renamed *Norwegian*. 1903 scrapped in Holland.
18. 1866 *City of Paris* (I)  
2,556. 346×40. C-1-3. I-S-HT(2)-13 (Tod & McGregor). 1866 (21/3) M/V Liverpool-New York. 1870 lengthened to 398 ft. (3,081 tons). 1879 compound engines. 1883 (4/9) L/V Liverpool-New York. 1884 became *Tonquin* (French). 1885 (March) collision off Malaga.
19. 1867 *City of Antwerp*  
2,391. 332×39. C-1-3. I-S-?-12 (Tod & McGregor). 1867 (20/2) M/V Liverpool-New York. 1879 became *Thanemore* (Johnston); compounded; tonnage 3,032. 1890 (26/11) disappeared at sea (43).
20. 1869 *City of Brooklyn*  
2,911. 354×42. C-1-3. I-S-I(2)-13 (Tod & McGregor). 1869 (31/3) M/V Liverpool-New York. 1879 became *Brooklyn* (Dominion) (*q.v.*); lengthened to 400 ft. (4,215 tons) and compounded. 1885 (8/11) wrecked on Anticosti Island (0).
21. 1869 *City of Brussels*  
3,081. 390×40. C-1-3. I-S-HT(2)-14 (Tod & McGregor). 1869 (14/10) M/V Liverpool-New York. 1872 tonnage increased to 3,747. 1876 compound engines. 1883 (7/1) collision in R. Mersey with s.s. *Kirby Hall* (10).
22. 1872 *City of Montreal*  
4,451. 419×44. C-1-3. I-S-CH(2)-13 (Tod & McGregor). 1872 (8/2) M/V Liverpool-New York. 1876 new compound inverted engines; second funnel added. 1887 (10/8) burnt at sea (0); passengers and crew rescued by Furness Line *York City*.
23. 1873 *City of Chester*  
4,566. 445×44. C-2-3. I-S-C2-14 (Caird). (Cabin 132; III-1,310). 1873 (10/7) M/V Liverpool-New York. 1893 (15/2) L/V ditto. 1893 became *Chester* (American Line) (*q.v.*). 1898 became *Sedgwick* (U.S. Govt.). 1905 became *Arizona* (Italian), renamed *Napoletano*. 1907 scrapped.
24. 1873 *City of Richmond*  
4,607. 441×43. C-2-3. I-S-C2-14 (Tod & McGregor). (Cabin 132; III-1,310). 1873 (4/9) M/V Liverpool-New York. 1891 (20/5) L/V ditto. 1891 sold.
25. 1875 *City of Berlin*  
5,491. 489×44. C-1-3. I-S-C2-15 (Caird). (Cabin 202; III-1,500). 1875 (29/4) M/V Liverpool-New York. 1879 electric light (6 lamps) fitted. 1887 triple expansion engines. 1893 (1/3) L/V Liverpool-New York. 1893 became *Berlin* (American Line) (*q.v.*). 1898 became *Meade* (U.S. Govt.). 1921 scrapped.
26. 1881 *City of Rome*  
8,415. 560×52. C-3-4. I-S-C6-16 (Barrow). (Cabin 520; III-810). 1881 (13/10) M/V Liverpool-New York. 1882 (24/8) L/V ditto (6 R/V). 1882 transferred to Anchor Line (*q.v.*). 1902 scrapped.
- 26a. (1883) *Baltic* (c)  
3,707. 420×41. S-1-4. I-S-C4-14 (H. & W.). Built 1871 for White Star (*q.v.*). 1883 (8/4) F/V Liverpool-New York (2 R/V). 1885 (10/3) resumed sailings ditto. 1886 (5/10) L/V Liverpool-New York (14 more R/V).
27. 1883 *City of Chicago*  
5,202. 431×45. S-2-4. I-S-C3-14 (Connell). Laid down as *Vancouver* (Dominion). 1883 (18/9) M/V Liverpool-New York. 1892 (1/7) wrecked near Old Head of Kinsale (0).

- 27b. (1887) *Ohio* (c)  
3,392. 343 × 43. S-1-2. I-S-T3-12 (Cramp). Built 1873 for American Line (q.v.). 1887 (16/8) F/V Liverpool-New York. 1889 (20/2) L/V ditto (13 R/V).
28. 1888 *City of New York* (III)  
10,499. 528 × 63. C-3-3. S-2S-T6-20 (Thomson). (I-540; II-200; III-1,000). 1888 (1/8) M/V Liverpool-New York. 1893 (8/2) L/V ditto. 1893 became *New York* (American Line) (q.v.).
29. 1889 *City of Paris* (II)  
10,499. 528 × 63. C-3-3. S-2S-T6-20 (Thomson). (I-540; II-200; III-1,000). 1889 (3/4) M/V Liverpool-New York. 1890 (25/3) fractured propeller shaft; engine rooms flooded; towed to Cobh. 1893 (22/2) L/V Liverpool-New York. 1893 became *Paris* (American Line) (q.v.).
- ——— *Southwark*  
(Did not run for Company, see American Line.)
- ——— *Kensington*  
(Did not run for Company, see American Line.)

In addition, the following steamers were chartered by the Company:—

1871	<i>Nemesis</i> (Cunard) (3 R/V)	1883	<i>Egypt</i> (National) (1 R/V)
1883	<i>Batavia</i> (Cunard) (1 R/V)	1883-84	<i>Spain</i> (National) (3 R/V)
1883	<i>Peruvian</i> (Allan) (1 R/V)	1883-86	<i>Sardinian</i> (Allan) (3 R/V)
1885	<i>Republic</i> (W. Star) (2 R/V)	1886	<i>Toronto</i> (Dominion) (1 R/V)
1886-87	<i>Vancouver</i> (Dominion) (2 R/V)	1887	<i>British Queen</i> (American) (3 R/V)
1887	<i>Atlas</i> (Cunard) (1 R/V)	1887	<i>Illinois</i> (American) (1 R/V)
1887	<i>Pennsylvania</i> (American) (2 R/V)		

FUNNEL: Black; white band.

FLAG: (a) 1850. Red; white square with a black diamond in upper corner.  
(b) 1886. White; red "I & I".

## Chapter 25

1851

s.s. *LAFAYETTE*

(UNITED STATES)

THE wooden screw steamer *Lafayette* sailed from Philadelphia on May 11th 1851 and arrived at Liverpool on June 2nd, after putting in at Queenstown (Cobh) to coal. She sailed again from Liverpool on June 17th, collided with and sank the British brig *Jane* and as the result of damage to her propeller did not reach New York until July 7th. This was the last that was heard of her on the North Atlantic. She was subsequently employed on the Central American run, and was destroyed by fire at Chagres (Panama) on September 11th 1851.



## Chapter 26

1851

NEW YORK & GALWAY STEAM SHIP COMPANY  
(UNITED STATES)

FOLLOWING the unsuccessful voyage by the wooden paddle steamer *Viceroy* between Galway and New York, the NEW YORK & GALWAY STEAM SHIP COMPANY was formed in New York for the purpose of starting a service on the same route. The Company chartered the 1,500 ton wooden paddle steamer *North America* to take the first sailing from New York on June 17th 1851, but the departure was postponed for a week and then, after her passengers had actually embarked, it was suddenly announced that the sailing had been cancelled outright and the passengers were transferred to another steamer. The *North America* was purchased by Commodore Vanderbilt for service between Panama and California, and the Company apparently made no further attempt to enter the North Atlantic trade, although the secretary of the Company arrived in London in December 1851 and advertised an address to which communications could be forwarded.<sup>1</sup>

## Chapter 27

1851-59

GLASGOW & NEW YORK STEAM SHIP COMPANY  
(BRITISH)

THE GLASGOW & NEW YORK STEAM SHIP COMPANY was founded within a few weeks of the sale to the Inman Line of the *City of Glasgow*, the pioneer steamship to trade between the Clyde and North America. The new Company went to the same builders, Tod & McGregor, for their first unit, the 1,950 ton *Glasgow*, which sailed from Glasgow on September 16th 1851 on her maiden voyage to New York. She was the third largest screw steamer afloat. On her second homeward voyage she steamed from New York to Glasgow in the record time of 12 days 5 hours, having left New York on the same day as the Collins Line paddle steamer *Atlantic*, which beat her

(1) *The Times*, 29/12/51.

by no more than 28 hours. This was an excellent performance as ocean-going screw steamers were still in the experimental stage. Their prime function was to compete with the sailing ships and they were not expected to compare in speed with the fastest paddle steamers.

It had been announced at the time of the *Glasgow's* maiden voyage that a sister ship was to be laid down immediately. Nothing more was heard of the matter until August 1854, when the 2,050 ton *New York* was advertised to sail during the following autumn. This voyage did not take place, however, as in the meanwhile she was chartered to the French Government to carry troops to the Crimea. Soon afterwards the *Glasgow* was taken up for similar duties, and the North Atlantic service was suspended for over a year.

A third steamer, the 2,200 ton *Edinburgh*, sailed from Glasgow for New York in December 1855, and at regular intervals thereafter. The *Glasgow* rejoined the service in July 1856, and the *New York* made her first North Atlantic voyage in the following September. These three ships provided a fortnightly service until June 1858, when the *New York* went ashore on the Mull of Kintyre in a dense fog and became a total loss.

Rather more than a year later the Inman Line purchased the *Edinburgh* and *Glasgow*, and it was generally thought at the time that they would continue to be used by their new owners in the Glasgow-New York trade. They were, however, transferred to Liverpool and, although two other Inman ships made two or three voyages from Glasgow to New York, the service was then withdrawn.

The Glasgow & New York Steam Ship Company showed great enterprise in introducing iron screw steamers of large size at a time when the wooden paddle steamer was still in its prime. Unfortunately it had overestimated the requirements of the Glasgow-New York trade, and it was not until 1869 that another steamer as large as the *Edinburgh* was in transatlantic service from Glasgow.

1. 1851 *Glasgow*

1,962. 262 × 36. C-1-4. I-S-?-10 (Tod & McGregor). (Originally 160 I & II; later cabin and steerage). 1851 (16/9) M/V Glasgow-New York. 1854 (autumn) -1856 (early summer) chartered to French Govt. 1859 L/V Glasgow-New York -Glasgow. 1859 sold to Inman Line. 1865 (31/7) burnt at sea (0).

2. 1855 *Edinburgh*

2,197. 300 × 40. C-1-3. I-S-?-10 (Tod & McGregor). (Cabin & III). 1855 (28/12) M/V Glasgow-New York. 1859 L/V Glasgow-New York-Glasgow. 1859 sold to Inman Line. 1870 became cable steamer; later became *Amsterdam*. 1881 became *Edinburgh* (Adamson & Ronaldson) (q.v.). 1887 sold to Italian Government. 1892 (approx.) scrapped.

3. (1856) *New York*

2,050. 283 × 40. C-1-3. I-S-?-10 (Tod & McGregor). Built 1854. (Cabin & III). 1854 chartered to French Govt. 1856 (2/9) F/V Glasgow-New York. 1858 (13/6) wrecked Mull of Kintyre (0).



## Chapter 28

1851

NEW ENGLAND OCEAN STEAMSHIP COMPANY  
 sometimes referred to as  
 OCEAN STEAMSHIP COMPANY OF NEW ENGLAND  
 (UNITED STATES)

THIS company despatched the wooden screw steamer *S. S. Lewis* from Boston to Liverpool on October 4th 1851. She had the misfortune to lose her propeller when nearing the Irish coast and had to complete the voyage under sail. The homeward voyage was equally eventful as the ship ran out of coal and had to put in to Halifax. In consequence the voyage took from December 9th 1851 to January 3rd 1852, and, a heavy loss having been incurred, the *S. S. Lewis* was sold.

At this time Mr. S. S. Lewis was the Boston agent of the Cunard Line, which was running a fortnightly service between Liverpool, Halifax and Boston. It seems clear that he had some interest in the venture, but no precise details are available.

1. 1851 *S. S. Lewis*  
 1,105. 210 × 32. C-1-3. W-S-?-10 (Birley). (I-100). 1852 became *S. S. Lewis* (Pacific Mail S.S. Co.) (U.S.). 1853 (5/4) wrecked near San Francisco (0).

FUNNEL: Red; black top.

## Chapter 29

1851

s.s. *PIONEER*  
 (UNITED STATES)

THE 1,500 ton wooden screw steamer *Pioneer* sailed from New York to Liverpool in October 1851 and completed the voyage in 19 days. After making two round voyages across the North Atlantic she was despatched from New York to the North Pacific coast via Cape Horn.

1. 1851 *Pioneer*  
 1,500. 230 × 42. C-1-3. W-S-I(2)-8.

## Chapter 30

1851

S.S. *CITY OF PITTSBURG*

(UNITED STATES)

THE 1,500 ton wooden screw steamer *City of Pittsburg* sailed from Philadelphia for Liverpool on October 27th 1851 and reached her destination 19½ days later. She has been described as belonging to the Inman Line, but in fact was owned in Philadelphia, the mistake being due in part to the use of the "*City of*" prefix and more particularly because Inman's acted as her Liverpool agents.

The *City of Pittsburg* left Liverpool on November 29th 1851, had the misfortune to lose her propeller on the third day out, and completed the remainder of her 43 day voyage to Philadelphia under sail. She was not employed again on the North Atlantic and was destroyed by fire in 1852.

1. 1851 *City of Pittsburg*  
1,500. 245 × 38. C-1-3. W-S-I(2)-9.

## Chapter 31

1851

## PROPOSED SERVICE FROM NEW YORK TO GENOA

(UNITED STATES)

THE *Times* of September 17th 1851 reported: "We understand that Messrs. Livingston, Wells & Co. of New York have taken a contract for the establishment of a line of mail steamers between that city and Genoa, touching on the passage at Madeira, for which they are to receive from the Italian Government an indemnity of \$50,000 per annum. The communication will be carried on monthly by four paddle-wheel steamers of about 1,500 tons each". No further details are available except that the proposal fell through.



## Chapter 32

1852

## TRANSATLANTICA

(ITALIAN)

THE first Italian ocean-going steamship company was "TRANSATLANTICA", which was founded in Genoa on October 4th 1852 with a capital of ten million lire. One of the members of the board of directors was Raffaele Rubattino, the well-known Genoese ship-owner. A decree was passed in 1853 that the Company should receive a subsidy of 22,000 lire for each voyage undertaken to South America, and 33,000 lire for each voyage to North America. The Company's ships were to fly the flag of the Kingdom of Sardinia.

The 1,665 ton steamers *Vittorio Emanuele* and *Conte di Cavour* were completed at Blackwall (London) in February 1855 and were chartered for six months to the French Government for use as transports to the Crimea. At the conclusion of these duties, on October 28th 1856, the first sailing took place from Genoa via Marseilles, Barcelona, Malaga and Gibraltar to Rio de Janeiro.

The 1,856 ton *Genova* and *Torino* were ordered in the United Kingdom for the purpose of establishing a New York service in addition to the South American one, but in the slump that followed the Crimean War this part of the project was abandoned. Conditions, in fact, went from bad to worse, and the Company itself was dissolved on May 12th 1859. The fleet, valued at eight million lire, was put up to auction and fetched  $1\frac{1}{4}$  million lire. Three of the steamers had a short life, as the *Genova* was destroyed by fire at Malaga, the *Torino* lost in August 1860 when under the ownership of the provisional government of Sicily, and the *Vittorio Emanuele* stranded near Anzio.

It will be seen from chapter 37 that the first Italian North Atlantic steamship sailing took place in 1854. There is no trace of any subsequent Italian sailing on this route until 1877 (see chapter 93).

## Chapter 33

1852

## s.s. SOUTH CAROLINA

(UNITED STATES)

THIS wooden screw steamer left Charleston (South Carolina) on April 17th 1852, the intention being that she should inaugurate a new direct service to Liverpool. Her propeller was disabled by heavy seas and she had to put in to New York for repairs. The voyage was continued in due course, but owing to lack of support the *South Carolina* was withdrawn at the conclusion of a second round voyage.

## Chapter 34

1853-54

CANADIAN STEAM NAVIGATION COMPANY  
(BRITISH)

A PERIOD of twenty years elapsed between the pioneer North Atlantic crossing of the *Royal William* from Quebec to London in 1833 and the establishment of a regular steamship service between the United Kingdom and the St. Lawrence River ports of Quebec and Montreal. The delay was largely due to the dangerous condition of the river, the almost entire absence of lights and other aids to navigation and the apparent indifference of the Canadian authorities, who waited until 1850 before taking the necessary safety measures. An important development of a different kind was the opening of a railway line from Portland (Maine) to Montreal in 1852.

During the summer of 1852 the Liverpool firm of McKeen, McLarty & Lamont was awarded a contract by the Canadian Government to run a service of steamers between Liverpool and Canada. The firm's ambitions went much further, however, and they applied for the incorporation of the "London, Liverpool & North American Screw Steam Ship Company", which aimed at establishing supplementary services from London and Liverpool to New York. The application was referred to the Board of Trade and in due course turned down. Instead, a much smaller concern, the CANADIAN STEAM NAVIGATION COMPANY, was founded. It was arranged that in return for a mail subsidy of £19,000 a year from the Canadian authorities and £5,000 from the Portland & Montreal Railway, the Company would provide a monthly service of steamers from Liverpool to Quebec and Montreal during seven months of the year, and to Portland during the five months when the St. Lawrence River is closed to navigation. The summer sailings were to be fortnightly as soon as the necessary steamers had been acquired.

The service was due to start in April 1853, and the protracted negotiations made it necessary for the Company to rely upon second-hand tonnage. In March 1853 it was announced that the 1,450 ton *Cleopatra*, then on her way home from Australia, would open the service on April 19th,<sup>1</sup> but owing to her arrival being delayed the 500 ton iron screw *Genova* was chartered to take her place. She received an enthusiastic welcome when she arrived at Montreal towards the middle of May.

As the *Cleopatra* was still unavailable there was no sailing in May 1853, but another chartered steamer, the 750 ton *Lady Eglinton*, sailed in June. The *Cleopatra* eventually sailed in July, the *Lady*

(1) *The Times* 18/3/53.



*Eglinton* made a second voyage in August, and the September sailing was taken by the *Sarah Sands*, which had made a number of voyages between Liverpool and New York since her completion in 1847, her most recent exploit being, however, a round voyage to Australia. The *Sarah Sands* and *Cleopatra* maintained a monthly schedule until the early part of 1854.

An advertisement of September 1853 stated that the fortnightly summer service would start in April 1854. It was intended that the steamers should sail from Liverpool on the 10th and 25th of each month, returning from Quebec on the 5th and 20th. The advertisement also showed that the fleet consisted of the *Cleopatra*, *Ontario*, *Erie*, *Huron* and the chartered steamer *Sarah Sands*. The *Ontario*, *Erie* and *Huron* were under construction but were never placed in service by the Company. Pending their completion the *Ottawa* and *Charity* were acquired early in 1854. At this time, too, the Company's agents changed their name to Lamont & McLarty.

An exceptionally cold spell during the early months of 1854 resulted in the St. Lawrence River being closed to navigation much longer than usual, and, after trying in vain to get through the ice in the river, two or three of the steamers had to be diverted to Portland, with consequent delay to future sailings. Almost as soon as the sailing schedule had got back to normal the British Government began to look around for suitable steamers to carry troops and stores to the Crimea and by the autumn of 1854 the *Cleopatra*, *Ottawa* and *Charity* had all been taken up for Government service. The Company was thus left with only the *Sarah Sands*, which they chartered for a further spell of duty.

In the meanwhile the departure of the Montreal Ocean Steam Ship Company's *Canadian* on her maiden voyage from Liverpool to Canada in September 1854 marked an important event in the maritime history of Canada. This Company, much better known as the Allan Line, agreed to charter the *Canadian* to the Canadian Steam Navigation Company for their sailing on November 6th 1854 to Portland. She was much larger and faster than any of the steamers previously employed, and was, in fact, the only one to carry out the service in a satisfactory way. The *Sarah Sands* made another voyage in December and was to have been followed by the *Canadian*. Both ships were, however, taken up for transport duty, and the Company was obliged to close down the service. It was never restarted.

The Canadian Steam Navigation Company was far from being a success. The principal reasons were that the steamers were too small, too slow and too expensive to run. The Crimean War came at a very convenient time as in any event it would have been necessary for the Company to suspend operations. As things turned out the *Ottawa*, *Charity* and *Cleopatra* were chartered to the British Government at a good profit, and at the conclusion of hostilities were sold at the high prices then prevailing.

- a. (1853) *Genova* (c)  
502. 163×? C-1-3. I-S-?-9 (Denny). Built 1850 for U.K.-Mediterranean trade. 1853 (19/4) F/V Liverpool-Quebec-Montreal (1 R/V).
- b. (1853) *Lady Eglinton* (c)  
768. 192×28. C-1-3. I-S-?-9 (Napier). Owners, British & Irish S.P. Co. (see chapter 54). 1853 (16/6) F/V Liverpool-Quebec-Montreal (2 R/V).
1. (1853) *Cleopatra*  
1,452. 220×32. C-1-3. I-S-?-9 (Denny). Built 1852. 1853 (14/7) F/V Liverpool-Quebec-Montreal. 1854 (25/8) L/V ditto (7 R/V). 1854-55 became Crimean War transport. 1856 sold to African S.S. Co. 1862 wrecked off Sierra Leone.
- 1c. (1853) *Sarah Sands* (c)  
1,400. 182×33. C-1-4. I-S-O2-9 (Hodgson). Built 1847 (see chapter 15). 1853 (15/9) F/V Liverpool-Quebec-Montreal. 1854 (5/12) L/V Liverpool-Portland (7 R/V).
2. 1854 *Ottawa*  
1,274. 244×28. C-1-3. I-S-GO2-9 (Laird). 1854 (28/2) M/V Liverpool-Portland. 1854 (5/9) L/V Liverpool-Quebec-Montreal (4 R/V). 1854-55 became Crimean War transport. 1856 sold to P. & O.
3. (1854) *Charity*  
1,339. 243×30. C-1-3. I-S-?-9 (Denny). 1854 (10/5) F/V Liverpool-Quebec-Montreal. 1854 (20/10) L/V Quebec-Liverpool (3 R/V). 1854-55 became Crimean War transport. 1856 sold.
- 3d. (1854) *Canadian* (c)  
1,764. 278×34. C-2-3. I-S-I(2)-10 (Denny). Built 1854 for Allan (q.v.). 1854 (6/11) F/V Liverpool-Portland (1 R/V).
- ——— *Ontario* } Not commissioned by Company.
- ——— *Erie* } Later became *Cadix*, *Barcelone* and *Vigo* of Compagnie
- ——— *Huron* } Franco-Américaine (q.v.).

FUNNEL: Black.

## Chapter 35

1853-57

### s.s. *HANSA* and *GERMANIA*

(GERMAN)

THE North German Confederation Navy, established in 1849 under the command of Admiral Brommy, was disbanded within two or three years. The Admiral's flagship *Hansa* (ex-*United States*) and the frigate *Erzherzog Johann* (ex-*Cunard Acadia*) were purchased by the Bremen firms of W. A. Fritze & Co. and Karl Lehmkuhl, who refitted them as merchantmen and placed them in service between Bremen and New York in opposition to the *Washington* and *Hermann* of the American-owned Ocean Line. The *Hansa* retained her name, but the *Erzherzog Johann* was renamed *Germania*. The running of the ships was entrusted to their respective captains.



The service was opened by the *Germania*, which left Bremen on August 3rd 1853 and was followed at the end of the month by the *Hansa*, a fairly regular service being maintained for over a year. In the homeward direction a call was made at Southampton or Falmouth.

Early in 1855 both ships were chartered to the British Government for use as Crimean War transports, after which they returned to Bremen. The *Hansa* made one more North Atlantic voyage, starting in April 1857, and in the following October she and her consort proceeded to Southampton for the purpose of being tendered to the East India Company for troop service to the Indian Mutiny. The *Hansa* was, in fact, taken up in this capacity and upon her return was renamed and opened the Galway Line's service between Galway and New York. The *Germania*, however, was not considered suitable for the arduous voyage, was sold and broken up on the Thames.

## Chapter 36

1854-57

### CLYDE SCREW STEAM PACKET COMPANY (BRITISH)

THIS, the third company to enter the Glasgow-New York steamship trade, started operations on May 20th 1854 with the 1,169 ton iron screw *Clyde*, newly-built by Scott, Sinclair & Co. of Glasgow. She carried on this occasion 26 cabin and a total of 323 intermediate and steerage passengers, her commander being David Henderson, who later became a partner in D. & W. Henderson Ltd., shipbuilders, and was a brother of the Hendersons of the Anchor Line. The *Clyde* made a second voyage and the 800 ton *Petrel* her first and only one, after which both were taken up as Crimean War transports.

In January 1857 the *Clyde* left Glasgow on the first of two further voyages to New York and then made two voyages from Glasgow to Quebec and Montreal, being, in fact, the pioneer steamship to run between the Clyde and the St. Lawrence. She was then sold and the Company suspended operations.

It had been stated in January 1856 that the *Clyde* would be sailing in concert with the iron sailing ship *Tempest*, then undergoing conversion to steam, but nothing came of this and some months later the *Tempest* undertook the first sailing of the Anchor Line between Glasgow and New York. She disappeared without trace in February 1857, a few weeks before her first scheduled sailing from Glasgow to Quebec and Montreal, and this was undoubtedly the reason why the *Clyde* was diverted to the same route.



1947                      *Media*                      13,345 tons  
 The first North Atlantic liner of post-World War II design.  
 Sister ship: *Parthia*. Both are one class vessels.                      (10-109)                      CUNARD

*facing page 80*

1954                      *Saxonia*                      21,637 tons  
 The first of four steamers designed for the Cunard Canadian  
 service. Sister ships: *Ivernia*, *Carinthia* and *Sylvania*. (10-112)

CUNARD







1923

*Albert Ballin*

21,131 tons

Named after Germany's most famous shipping personality, but renamed *Hansa* by the Nazis. Sister ship: *Deutschland*. (46-95)

HAMBURG AMERICAN LINE

*facing page 81*

1927

*New York*

22,337 tons

A two-master consort of the *Albert Ballin* and *Deutschland* and sister ship of the *Hamburg*. (46-101)

HAMBURG AMERICAN LINE



## Chapter 37

1854

s.s. *SICILIA*

(ITALIAN)

THE first Italian steamer to cross the North Atlantic was the 828 ton iron paddle steamer *Sicilia*, which was built in 1853 by J. & G. Thomson on the Clyde, purchased by Salvatore & Luigi de Pace of Palermo (Sicily), and during the early months of her career employed under the flag of the Kingdom of the Two Sicilies in a service between Palermo, Naples, Civita Vecchia, Genoa and Marseilles.

The *Sicilia* left Palermo on June 2nd 1854, under the command of Captain Ferdinando Cafiero, and 18 days later arrived at New York, where she was warmly welcomed by the Sicilian and Neapolitan residents of the city.

Unfortunately there was but little demand for passages or freight on either the outward or homeward voyage, and, at the conclusion of the latter, the *Sicilia* was sold to the Messageries Impériales. She was lost during the voyage from Sicily to France.

(*Storia tecnica e aneddotica della navigazione a vapore* (chapter 12), by Salvatore Raineri (Rome, 1888).)

## Chapter 38

1854

GENERAL SCREW STEAM SHIPPING COMPANY

(BRITISH)

THIS long-forgotten pioneer of screw propulsion started operations in 1849 between Liverpool, Malta and Constantinople (Istanbul).

Two years later the Company obtained a contract to carry the mails to the Cape of Good Hope and India, and a fleet of ten iron screw steamers of 1,800 tons and upwards was laid down to replace the 500 tonners that had opened the service. The financial results were most disappointing and the contract was abandoned early in 1854.

It was decided that the 1,850 ton *Indiana* and *Mauritius* should be detailed to a new service between Havre, Southampton and New York, and the somewhat larger *Croesus* and *Queen of the South* to another service between Bremen, Southampton and New York, sailings in each case to alternate with those of the wooden paddle steamers of the American-owned New York & Havre and Ocean Lines.<sup>1</sup>

(1) *The Times*, 10/6/54, etc.



The *Indiana* took the first sailing on July 15th 1854, from Havre to Southampton and New York, but after she had made another round voyage the service was withdrawn and she and her consorts became Crimean War transports.

The General Screw Company was notable not only because it was the first British steamship line to start a service between Southampton and New York, but also because it despatched the 500 ton iron screw steamer *Propontis*, built in 1849, from London to St. John's (Newfoundland) on May 30th 1856,<sup>1</sup> and was thus responsible for the first steamship sailing from the United Kingdom to Newfoundland. This was the only North Atlantic sailing undertaken by the Company after the Crimean War. Soon afterwards the *Propontis* was sold to Russia and the larger steamers were sold to the European & American Steam Shipping Company (chapter 50).

## Chapter 39

1854

s.s. *BRANDON*

(BRITISH)

**T**HIS 764 ton iron screw steamer was completed on the Clyde in August 1854 for the London & Limerick Steamship Company.

She left Southampton on August 17th 1854 (Havre one day previously) for New York with first and second class passengers, and at the conclusion of only one round voyage across the North Atlantic was taken up by the British Government as a Crimean War transport. She was advertised for sale in August 1856, so it would appear that she never entered the London-Limerick trade, for which she had been built. In spite of her very limited North Atlantic activities she fully merits her inclusion here on account of her novel propelling machinery.

On January 24th 1853 Charles Randolph and John Elder, of Glasgow, jointly secured a patent for the propulsion of screw steamers by vertical, direct-acting, geared engines on the compound principle. The first full-scale set of this type, having high and low pressure pistons moving in contrary directions and diametrically opposed cranks, was completed by Randolph & Elder in 1854 and was installed in the *Brandon*, the result being that she was an exceptionally economical coal-burner. An improved patent was taken out by the same inventors in 1856, and led to the building of the compound-engined paddle steamers *Inca* and *Valparaiso* for the Pacific Steam Navigation Company. The success of the compound engine was not

(1) *The Times*, 28/5/56.

fully achieved until the advent of the pioneer *Agamemnon*, *Ajax* and *Achilles* of Alfred Holt & Co. for the Far Eastern trade in 1865-66, and it was not until 1870 that a second steamer with compound engines appeared on the North Atlantic. Subsequent developments followed in quick succession. Thus, the *Brandon* was the first steamer of all to have what was undoubtedly one of the most epoch-making improvements in the long history of marine propulsion.

1. 1854 *Brandon*  
764. 216 × 27. C-1-3. I-S-C2-10. (I-30; II-40).

## Chapter 40

1854-1917

### ALLAN LINE (BRITISH)

1854. Montreal Ocean Steam Ship Company  
1897. Allan Line Steamship Company Limited

THE ALLAN LINE can be traced back to 1819. On May 23rd of that year an advertisement appeared in the *Glasgow Herald* that the brig *Jean*, under the command of Captain Alexander Allan, would shortly be sailing for Canada, and she was the forerunner of a large fleet of sailing ships placed in service on the North Atlantic by members of the Allan family.

Captain Alexander Allan had five sons, of whom the second, Hugh, was born on September 20th 1810 and emigrated to Canada in the spring of 1826. He was keenly interested in ships, and in due course it became his ambition to found a line of steamers between Canada and England. He had to bide his time, but in 1853, thanks to financial assistance from members of the Allan family and influential friends in Montreal and elsewhere, floated the MONTREAL OCEAN STEAM SHIP COMPANY. This was the name by which the Company was officially known for many years, but from the first it was popularly referred to as the ALLAN LINE, which description will henceforth be used here.

The first Allan Line steamer, the 1,750 ton iron screw *Canadian*, had much in common with the *City of Glasgow*, usually considered to have been the first successful screw steamer on the North Atlantic. The *Canadian* differed from her in appearance, however, by having two closely-spaced funnels instead of one. She left Liverpool in September 1854 on her maiden voyage to Quebec and Montreal.

The Allan Line was not the first steamship company to ply between England and Canada, having been preceded by the Canadian



Steam Navigation Company, which had secured a mail contract and started operations in 1853. In the autumn of the following year its steamers were taken up as Crimean War transports, and in consequence the Company was left without a steamer to take over the November sailing from Liverpool to Portland (the winter destination). The *Canadian* was accordingly chartered from the Allan Line, and would have been employed for a second round voyage had not she and a newly-completed sister ship, the *Indian*, been taken up as transports.

The Allan Line's North Atlantic service was suspended for well over a year as a result of the war, while the Canadian Steam Navigation Company's service was withdrawn altogether. Early in 1856 the Allan Line was awarded a mail contract valued at £25,000 a year, calling for fortnightly sailings between Liverpool, Quebec and Montreal between April and October inclusive. During the remainder of the year, when the St. Lawrence River is closed to navigation, sailings were to be monthly to Portland.

It is interesting to note that the second North Atlantic sailing under the Company's auspices was undertaken by the *Canadian* in January 1856 from Glasgow to Boston and New York.<sup>1</sup> The probable reason for the choice of destination was that the Company wished to ascertain whether a winter service to Boston or New York would be preferable to Portland.

The mail service was inaugurated on April 23rd 1856 by the *North American*, which differed from the *Canadian* in that she had a saloon contained in a deck-house instead of below deck. Subsequent sailings were taken by the *Canadian*, *Indian* and the second new ship, the *Anglo-Saxon*. The *Canadian* was wrecked a few miles below Quebec in June 1857, fortunately without loss of life.

It was announced in June 1857 that the Provincial Government of Canada had arranged for the Company to provide a weekly instead of fortnightly service as soon as the necessary ships could be built. The subsidy was increased to £42,000 per annum, and shortly afterwards to double this figure in return for considerably more onerous conditions of service. The first of the new steamers, the 2,100 ton *Nova Scotian*, sailed in June 1858, and the *North Briton*, *Hungarian* and *Bohemian* followed at intervals. The weekly service came into operation at the commencement of the St. Lawrence season in April 1859.

The *Indian* was wrecked on the coast of Nova Scotia in November 1859 with the loss of 27 lives, and three months later the *Hungarian* was wrecked on Sable Island, the death roll in this case being over 200. A new steamer, the 1,900 ton *Canadian* (II), was nearing completion and the fleet was thus maintained at six ships, which in theory were sufficient for the weekly service. Owing to temporary withdrawals for repair and overhaul the Company found it necessary, however, to charter three Cunard ships for a voyage or two each.

(1) *Glasgow Herald*, 14/1/56.

The number of passengers travelling by steamship between Ireland and North America increased by leaps and bounds during the late 1850's. At first this traffic was catered for largely by the newly-founded Galway Line between Galway and New York, but in 1859 the Inman and Cunard Lines introduced a call at Queenstown (Cobh), and in June 1860 the Allan Line steamers started to call at Moville, the port of Londonderry. The Galway Line had been awarded a mail contract for a fortnightly service between Galway and St. John's (Newfoundland), but for various reasons the future of the service was in jeopardy and it was decided to dispose of the contract to the Allan Line for a consideration of £15,000 per annum. In consequence, the Allan Line advertised that, commencing with the sailing of the *North Briton* from Liverpool on July 11th 1860, their steamers would call once a fortnight at Galway and St. John's *en route* between Liverpool, Moville, Quebec and Montreal.<sup>1</sup> Owing to the intervention of the Postmaster-General these new arrangements were cancelled and both companies continued their services as before.

The 1,900 ton *Hibernian* and *Norwegian* were placed in service in 1861. They are often referred to as the first "spar deck" steamers on the North Atlantic, but this claim is of doubtful validity as the *City of Glasgow*, built in 1850, was described in a contemporary newspaper article as having a spar deck. Moreover, the Hamburg American Line claimed that their *Saxonia* and *Austria*, built in 1857-58, were the first North Atlantic steamers to have flush decks instead of high bulwarks, and this may have amounted to much the same thing.

The addition of the *Hibernian* and *Norwegian* to the fleet was offset by the loss of the *Canadian* (II) and the *North Briton*, which again reduced the fleet to six ships, namely, the *Anglo-Saxon*, *North American*, *Nova Scotian*, *Bohemian*, *Hibernian* and *Norwegian*. The *Jura* was accordingly purchased from the Cunard Line.

The increase in emigration from Scotland to Canada was instrumental in the establishment of a direct Allan Line service from Glasgow to Quebec and Montreal by the 1,400 ton *St. Andrew* and *St. George* in September 1861. During the ensuing winter season these ships proceeded to Portland and New York. In the following year they were joined by the 1,200 ton Cunard *Damascus* and the 1,100 ton Anchor Line *John Bell*, which after two round voyages received a thorough overhaul and was renamed *St. Patrick*.

The sequence of disasters which befell the Allan Line culminated in the loss of the *Anglo-Saxon* and *Norwegian* in 1863, and the *Bohemian* and *Jura* in 1864. Thus, within a few years the fleet had been deprived of no less than eight first class steamers, but in fairness it must be pointed out that in nearly every case the disaster was attributable to inadequate lights in the vicinity of the many danger spots around the Canadian coast. The Company rightly insisted that these defects should be remedied, and so well was this done that

(1) *The Times*, 10/7/60.



during the next 30 years only three Allan Line steamers were lost in Canadian waters—an average of one in ten years instead of one a year as previously.

It was again necessary for the Company to call upon the Cunard Line for assistance, and the 1,800 ton wooden paddle steamer *America* was chartered for four round voyages. She was the only paddle steamer to be employed by the Allan Line on transatlantic service, and in addition was the only vessel of this type to make more than one voyage between Great Britain and the St. Lawrence.

In the meanwhile the Company had taken active steps to build up their fleet. The 2,200 ton *Hammonia* was purchased from the Hamburg American Line and renamed *Belgian*, and the 1,500 ton *St. David* was completed for the Glasgow service, although her first few voyages were made from Liverpool. Of much greater importance were the 2,500 ton *Peruvian* and *Moravian*, the former of which started as an unlucky ship as she stuck on the ways during launching and was gutted by fire whilst fitting out. However, once in service she was a very successful ship, and in December 1864 made the round trip from Moville to Portland in the record time of 24 days 15 hours.

It was arranged in the autumn of 1864 that the Liverpool mail steamers should continue from Portland to New York on alternate weeks. Apparently the results were not worth while and within two or three years Portland again became the winter terminal of all the Liverpool ships, and for the Glasgow service as well.

The *Nestorian* and *Austrian* were commissioned in 1867. They were similar to the *Peruvian*, and marked a turning point in the fortunes of the Allan Line in that, for the first time, the Company had more steamers than were actually required to run weekly services from Liverpool and Glasgow.

Further purchases were the 3,300 ton *Germany*, the 2,600 ton *William Penn* (renamed *European*) and the 1,800 ton *Ottawa*. Neither of the first two saw much service with her new owners, the *Germany* being wrecked in 1872 and the *European* sold during the same year.

The 900 ton *Norway* and *Sweden* were completed in 1869 for a North Sea feeder service between Norway and Newcastle, passengers being conveyed by train between Newcastle and Liverpool or Glasgow. In the following year the *Sweden* was transferred to a service between Christiania (Oslo) or Gothenburg and Leith (Edinburgh). These feeder services were withdrawn at the end of the 1870 season.

The 2,800 ton *Prussian*, *Scandinavian* and *Caspian* were placed in service in 1869-70. In addition the *Damascus* was temporarily withdrawn from service, lengthened, fitted with compound engines and renamed *Corinthian*.

In June 1871 the Company took over from the Inman Line the contract to carry the mails between Queenstown and Halifax. The first Allan sailing was entrusted to the *Peruvian*, which left Liverpool

on June 30th 1871 for Queenstown, Halifax, Norfolk (Virginia) and Baltimore. Subsequent sailings were taken every fortnight by the *North American*, *Nova Scotian*, etc. There had been a few spasmodic sailings between Liverpool and Baltimore since November 1870.

The 3,650 ton *Sarmatian* left Liverpool in August 1871 on her maiden voyage to Quebec and Montreal. She was by far the largest unit in the Company's fleet and the first to be built with compound engines. A year later the 4,000 ton *Polynesian* was placed in service, and for a short time was only exceeded in tonnage by a handful of other North Atlantic steamers.

Business between the United Kingdom and Canada was unusually brisk during the summer of 1872, and in consequence the Company despatched an extra steamer from Liverpool once a fortnight. Further improvements on the Glasgow route included the commissioning of the 2,900 ton *Canadian* (III), and the lengthening and compounding of the *Ottawa*, which was renamed *Manitoban*. In due course the *St. David* and *St. Andrew* were similarly treated and became the *Phoenician* and *Waldensian* respectively. The Glasgow service was subsequently undertaken by the *Canadian*, *Waldensian*, *Phoenician*, *Manitoban* and *Corinthian*. The *St. Patrick's* engines were removed, but she ran for the Company as a sailing ship for some years longer.

When the Liverpool & Mississippi Steamship Company entered the Canadian trade in 1872 they changed their name to the Mississippi & Dominion Steamship Company. The Allan Line did not at all approve of their new activities, and in retaliation started a service from Glasgow and Liverpool to New Orleans. The first sailing was taken by the *Corinthian* in November 1872 and the *Germany* followed in December. She was wrecked near Bordeaux a few days later and the service was abandoned.

Since 1870 the Glasgow-Quebec-Montreal steamers had called at St. John's (Newfoundland) once or twice during the months of August and September. In April 1873 the Company was awarded a mail contract under which the steamers of the Liverpool-Halifax-Norfolk-Baltimore service were to call fortnightly at St. John's except during the months of January, February and March, when navigation between St. John's and Halifax is dangerous because of ice. The *Caspian*, *Hibernian* and *Nova Scotian* were regularly employed on the route until well into the 1880's, although the intermediate call at Norfolk was discontinued in the autumn of 1874. The 900 ton wooden screw steamer *Newfoundland* was specially built to run between Halifax and St. John's during the difficult months.

The building programme of the early 1870's was completed with the commissioning of the 4,350 ton *Sardinian* in 1875, and during the next few years the steamers employed on the Company's premier service from Liverpool to Canada were the *Circassian*, *Sardinian*, *Polynesian*, *Sarmatian*, *Moravian* and *Peruvian*. The *Circassian* had been completed in 1873, and had since been taken out



of service to be lengthened and compounded. She was the eighth and last unit of the Company's fleet to be so treated.

The *Canadian* was despatched in November 1876 from Glasgow to Montevideo and Buenos Aires.<sup>1</sup> The *Phoenician* and *Waldensian* followed, and during subsequent years there were regular sailings during the autumn and early winter. It has been said that this service was started in retaliation for the entry of the Donaldson Line into the Canadian trade, but it would appear that the true position was exactly the reverse as the Donaldson service to Canada did not come into operation until the spring of 1878.

The first of a series of steamers built with an eye to the requirements of the River Plate trade was the 1,900 ton iron single-screw *Lucerne*, which appeared in 1878 and is sometimes incorrectly referred to as a twin-screw steamer. In subsequent years she normally made one or two round voyages to South America and spent the remainder of the year on the North Atlantic.

Apart from the short-lived extension to New York in 1864-66, the main features of the Liverpool-Portland winter service remained unchanged until December 1877, when Baltimore was substituted for Portland as the terminal. Three years later the itinerary became Liverpool-Halifax-Boston, and there was a further change in 1881 when every other steamer terminated at Portland instead of Boston. The Boston sailings were discontinued in December 1882, and for many years subsequently winter sailings were to Halifax and Portland.

These changes in the Liverpool service had their repercussions on the Glasgow route, and early in 1879 the winter destinations of the Glasgow service were changed from Halifax and Portland to Halifax and Boston. In April 1880 the Company introduced a fortnightly all-the-year-round service on the latter route, with a separate weekly service to Quebec and Montreal in summer and to Portland in winter.

The 4,000 ton *Buenos Ayrean*, which was placed in service in 1880, was the first North Atlantic liner to be built of steel. Her maiden voyage was from Glasgow to Halifax and Boston, and she subsequently spent most of her existence on the North Atlantic, making as a rule one voyage a year to South America. The choice of name was of course influenced by the recent inauguration of the Company's South American service.

The 3,600 ton *Grecian*, built of iron, was also completed in 1880 for the Glasgow-Quebec-Montreal route, and was followed by the *Corean*, but another sister ship, the *Hanoverian*, was detailed to the Liverpool-Baltimore service. She was wrecked in 1885.

Some months before the completion of the *Buenos Ayrean* the Company had invited tenders for a much larger steamer, and in due course an order was placed for the 5,350 ton steel single-screw *Parisian*, which left Liverpool in March 1881 on her maiden voyage to Halifax and Boston, her summer destinations being Quebec and Montreal. For a short time she was the largest steel steamer afloat, but perhaps

(1) *Glasgow Herald*, 10/10/76.

her chief claim to notability was that she was the first North Atlantic liner to have bilge keels. She was considerably larger and faster than any predecessor in the Allan Line fleet. One of her best performances was in July 1882 when she proceeded from Rimouski (about 200 miles below Quebec) to Merville in 6 days 14 hours 38 minutes.

The Company suffered a grievous loss on December 9th 1882 in the death of their founder, Hugh Allan, who had been knighted in 1874 in recognition for his services to the Dominion of Canada. His interests and activities had extended far beyond the confines of his own company, and he had played a prominent part in the building of the Canadian Pacific Railway. At the time of his death the Allan Line was at the height of its fame. It owned 22 transatlantic liners with a total tonnage of 70,000, and during the year 1882 carried over 55,000 passengers from Great Britain to North America.<sup>1</sup> This was the highest total of any British line.

Hitherto the Company's activities in the United Kingdom had been confined mainly to the ports of Liverpool, Glasgow and Merville. In February 1883 they broke new ground by becoming London agents for the newly-established Twin Screw Line, which operated between London and New York. This appointment enabled them to build up a London clientele in preparation for the establishment of their own service from London to Canada. In this connection an experimental sailing was made from London to Halifax by the *Hanoverian* in March 1883, and in the summer of 1884 a regular service was started by the *Lucerne* and the newly-acquired *Norwegian* (II) to Halifax and Montreal. In 1885 the itinerary was changed to London-Quebec-Montreal, and the *Corean*, *Canadian* and *Lucerne* provided a fortnightly service.

The Glasgow sailings were further strengthened in 1884 by the addition of the 4,000 ton *Siberian* and *Carthaginian*, which enabled two of the older steamers to inaugurate a new service every three weeks from Glasgow to Philadelphia. Three years later this service was increased to fortnightly.

Hitherto it had been found necessary to allot six steamers to the Company's weekly service from Liverpool to Canada, but from 1885 onwards the number of steamers was reduced to five, namely, the *Parisian*, *Sardinian*, *Polynesian*, *Sarmatian* and *Circassian*.

Following the introduction of the London services, the Company tried the experiment in the autumn of 1886 of despatching the *Phoenician* and *Grecian* from London to the River Plate. This was not a success, but in 1887, for the first time, the service from Glasgow to the River Plate ran monthly throughout the year instead of being seasonal. The 3,100 ton *Rosarian* and *Monte Videan* were completed in the same year, and were notable as the first units of the fleet to be fitted with triple expansion engines. Like the *Brazilian*, which followed in 1891, they took part as required in the South American trade, although the greater part of their lives was spent on the North Atlantic.

(1) *Glasgow Herald*, 20/3/83.



In 1887 the Wilson-Hill Line took over the three "*Hill*" steamers of the Twin Screw Line and three of the "*Monarchs*" of the Monarch Line, all of which had been running between London and New York. The Allan Line were appointed London agents of the new concern, and purchased the two remaining units of the Monarch Line fleet, the *Assyrian Monarch* and *Grecian Monarch*, which were renamed *Assyrian* and *Pomeranian*.

The *Austrian*, *Waldensian* and *Phoenician* were temporarily withdrawn at this time for re-engining. The two former received triple expansion engines, but the *Phoenician* was fitted with quadruple expansion, and remained until 1893 the only North Atlantic steamer to have this type of machinery, which subsequently became quite common.

Early in 1891 the Company announced that they intended to inaugurate a new weekly service from Glasgow to New York by the *Assyrian*, *Corean*, *Siberian*, *Peruvian* and *Pomeranian*.<sup>1</sup> This service never came into operation in its advertised form as, in the meanwhile, the Company purchased the fleet and goodwill of the State Line, which was running between the same ports and had recently gone into liquidation. The purchase price was £72,000 and included six steamers, of which the *State of Alabama* and *State of Pennsylvania* were immediately sold, the *State of Indiana* and *State of Georgia* made only one or two voyages for their new owners, the *State of Nevada* was retained until 1893 and the *State of Nebraska* until 1902. At the time of the purchase a new steamer, the 4,250 ton *State of California*, was nearing completion and was later taken over by the Company.

Ten years had elapsed since the appearance of the *Parisian* on the Company's Liverpool-Canada service. In the meanwhile many larger and faster ships had been built by other North Atlantic lines, but she was still a notable ship. This could hardly be said of some of her consorts, but the Company was not to blame as the Canadian Government was obsessed with the idea of introducing an "express" service, a favourite slogan being "Twenty knots to Canada". The Allan Line wisely refused to have anything to do with such a scheme, the result being that the Canadian authorities entered into long and unprofitable negotiations with several less experienced contractors. In consequence the Allan Line could not look forward with any degree of confidence to the renewal of their mail contract, and were therefore unwilling to commit themselves to an extensive programme of new construction. As a temporary measure the 4,800 ton *Mongolian* and *Numidian* were completed in 1891, and ran in conjunction with the *Parisian*, *Sardinian* and *Circassian*. The *Polynesian* was withdrawn from service at this time and reappeared in April 1893 as the *Laurentian*, having in the meanwhile been extensively modernised.

The year 1891 marked the peak of the Company's activities,

(1) *Glasgow Herald*, 9/3/91.

and for a short time the North Atlantic fleet consisted of no fewer than 37 ships, totalling about 120,000 tons gross. The Company was maintaining eight distinct services, namely, Liverpool to Canada (weekly); Liverpool to St. John's, Halifax and Baltimore (fortnightly); Glasgow to Canada (weekly); Glasgow to Boston (fortnightly); Glasgow to Philadelphia (fortnightly); Glasgow to New York (weekly); Glasgow to Montevideo and Buenos Aires (monthly); and London to Canada (fortnightly). In addition they were the agents for the Wilson-Hill Line between London and New York. No other British North Atlantic line, before or since, has provided anything like this variety of passenger services. Nevertheless, it must have been obvious that drastic changes were inevitable as practically half the ships in the fleet were 20 years old or more, and several were over 30. The first retrograde step occurred at the end of 1892, when the Liverpool-St. John's-Halifax-Baltimore service was withdrawn. Instead, the steamers of the Glasgow-Philadelphia service made intermediate calls at Liverpool, St. John's and Halifax. These changes enabled three of the oldest steamers to be sold. It may be added that the last of the Company's once extensive fleet of windjammers was disposed of at about this time.

The "Allan-State Line" service from Glasgow to New York was maintained in 1893 by the *State of California*, *State of Nebraska*, *Pomeranian*, *Norwegian*, *Corean* and *Siberian*. The *Pomeranian* had an alarming experience in mid-Atlantic in February 1893 when she was struck by an enormous sea which carried away the bridge, chart-house and fore-deck saloon. Ten people were drowned and the captain and one other died from the injuries they received. By superb seamanship the chief officer succeeded in bringing the ship back to the Clyde, where she received an extensive refit. The *State of California* was transferred to the Liverpool-Canada service in the spring of 1897, and in the following year was renamed *Californian*.

In 1896 the Wilson's & Furness-Leyland Line was formed to take over the London interests of the three companies mentioned in its title. This resulted in the abandonment of the Wilson-Hill service, but the Allan Line acted as agents for the new company's London-New York service until it was sold in 1898. Three of the ex-Wilson-Hill ships were purchased by the Allan Line to take the place of ships that had been sold.

The greatly increased size and cost of ships caused considerable financial embarrassment to many of the North Atlantic lines during the 1880's and 1890's. For this and other reasons, the Allan Line underwent a major reorganisation on June 19th 1897, when a limited liability company named the ALLAN LINE STEAMSHIP COMPANY LIMITED was formed with a capital of £600,000. The beneficial results of the move were apparent early in the following year, when it was announced that orders had been placed for three large ships.

The first of the newcomers was the 7,400 ton single-screw *Castilian*, which left Liverpool for Halifax and Portland in February



1899 and had the misfortune to be wrecked less than three weeks later on her maiden homeward voyage. This unexpected loss put the Company in a quandary as a few weeks previously the *Parisian* had been withdrawn for a major overhaul, having made more than 150 round voyages across the North Atlantic and carried nearly 125,000 passengers without mishap. As a temporary expedient a ship was chartered and the ex-Cunard *Gallia* purchased from the then defunct Beaver Line. She, too, was wrecked on her first voyage.

The second new steamer was the 10,000 ton *Bavarian*, which was the first new unit of the fleet to have twin screws and was 3,000 tons larger than any predecessor. At the conclusion of her second round voyage between Liverpool and Montreal she was taken up by the British Government to carry troops to South Africa and did not return to the North Atlantic until 1902. A sister ship, the *Tunisian*, was placed in service in April 1900.

Three 6,000 ton single-screw steamers were the next to appear. The *Sicilian* was taken up immediately for trooping duties and did not make her first North Atlantic voyage until February 1901, but the *Corinthian* (II) and *Pretorian* were detailed at once to the Liverpool-Canada service, to which they were very welcome additions, particularly as the *Californian* had grounded outside Portland in February 1900 and at one time seemed likely to become a total loss. She was eventually refloated and, upon completion of her "improvements",<sup>1</sup> made four round voyages for the Company between Glasgow and New York before being sold to an American concern.

The 6,850 ton cargo steamer *Huronian*, which had been purchased on the stocks, became notorious in February 1902 as the only Allan Line steamer to disappear without trace. A much more satisfactory addition was the 8,250 ton twin-screw passenger steamer *Ionian*, which was one of the best dividend-earners ever owned by the Company.

Reference has already been made to the discontinuance of the Liverpool-Baltimore service in December 1892, and to the substitution of a service from Glasgow via Liverpool to St. John's, Halifax and Philadelphia. The intermediate call at Liverpool was temporarily suspended in 1896, but was revived in 1901, when it was arranged that the Furness and Allan Lines should share a weekly mail service to St. John's. This service became known as the FURNESS-ALLAN LINE. The majority of the Allan Line steamers proceeded through to Philadelphia.

For a long time the Canadian authorities had been anxious that the Liverpool mail steamers should use a Canadian winter terminal in place of Portland. During the winter of 1898-99 approximately every other sailing had terminated at St. John, N.B. instead of Portland, but the Company subsequently reverted to their customary Liverpool-Halifax-Portland itinerary until November 1901, when it was permanently changed to Liverpool-Halifax-St. John, N.B.

(1) *Glasgow Herald*, 11/7/00 and 8/8/00.

When the *Bavarian* returned to the North Atlantic in the autumn of 1902 she shared the Company's premier Liverpool service with the *Tunisian*, *Ionian*, *Parisian* and *Pretorian*. It was soon found, however, that four of these steamers were capable of maintaining a weekly service and the *Pretorian* was transferred to the Glasgow-Canada service. Unfortunately, the *Bavarian* had a short life as she stranded in the St. Lawrence River near Quebec in November 1905 and was broken up where she lay.

The turn of the century saw many changes in the composition of the Company's fleet as, in addition to the losses already recorded, nine ships were sold for scrapping. Four of them were over 40 years old, the two senior being the *Hibernian* and *Waldensian* (ex-St. Andrew), both of which had been built in 1861.

The principal shipping event of 1902 was the formation of the International Mercantile Marine Company, one of whose components was the Dominion Line, which was able considerably to improve its Canadian service. In 1903 an event of even greater importance to the Canadian trade was the purchase by the Canadian Pacific Railway of the North Atlantic fleet and goodwill of the Elder Dempster Line. Contrary to expectations, the Canadian Pacific did not make any immediate attempt to challenge the Allan Line's predominant position in the trade and, in fact, the first move was made by the Allan Line, who, in January 1904, were awarded a new mail contract calling for a subsidy of £2,000 for each round voyage of the two new steamers then under construction, £1,000 for the *Bavarian* and *Tunisian* and £500 for the *Ionian*, *Pretorian* and *Sicilian*. This new award enabled the Company to advertise themselves as "the only line with Government contract for Canadian mails". A further contract was secured in February 1905 for a direct service from France to Canada. In effect this meant that the steamers of the London-Canada service made an intermediate call at Havre.

It was announced in October 1903 that orders had been placed for the *Victorian* and *Virginian* of well over 10,000 tons and that they would be fitted with Parsons' steam turbines. They joined the Liverpool-Canada service early in 1905. Not only were they the first turbine steamers on the North Atlantic, but they were also the first triple-screw steamers, and their trial speed of over 19 knots made them amongst the fastest ships afloat. In May 1906 the *Virginian* set up a new record of 5 days 20 hours 40 mins. from Liverpool to Rimouski, and two months later steamed from Rimouski to Liverpool in 6 days 5 hours.

The Allan Line would undoubtedly have liked to lay down one or more steamers to compete with the 14,000 ton Canadian Pacific "*Empresses*", which were commissioned in 1906, but owing to high building costs the matter had to be shelved. Instead, the 11,400 ton *Corsican* was placed in service in November 1907, but was a replacement for the *Bavarian*, hence her triple expansion engines.

A further contraction of the Company's activities had taken place during the autumn of 1905, when the Glasgow-New York service was



withdrawn. The reason given was the expiry of the lease of the Company's New York pier, but the Company undoubtedly welcomed the opportunity as the service had never been a particularly profitable one.

The need for improving the Glasgow-Canada service became urgent in 1905 when the Donaldson Line fitted the 8,600 ton *Athenia* with passenger accommodation, and orders were accordingly placed for the 10,900 ton *Grampian* and *Hesperian*, which were completed in 1907-08. They were a great improvement on all their predecessors in the Glasgow service and had a speed of over 15 knots.

The mail contract from Havre to Canada did not bring about any immediate improvement in the Company's London service, which was undertaken at this time by the *Pomeranian*, *Sardinian* and *Sarmatian*, assisted by the cargo steamers *Hibernian*, *Hungarian* and *Ontarian*. Owing to the recent additions to the Glasgow fleet it was possible in 1908 to transfer the *Sicilian* and *Corinthian* to London, together with the still-popular *Parisian*, which was replaced in 1910 by the chartered Canadian Pacific *Lake Erie*.

Once again the time had come to dispose of a number of obsolete ships and six were sold during 1908-10. In addition the *Laurentian* was wrecked in September 1909.

Not unnaturally the chartering of the *Lake Erie* from the Canadian Pacific had given rise to rumours that the two companies were to be amalgamated, and these were repeated later in the same year when it became known that the Allan Line had appointed the Canadian Pacific as sub-contractors to the mail contract. It was pointed out, however, that the real reason for the move was a shortage of "express" steamers, and it was stated that the Allan Line was contemplating building two 20 knot steamers. More than a year elapsed before orders were placed.

The Glasgow service was further improved in 1911 by the purchase from the Holland America Line of the 10,300 ton *Statendam*, which was renamed *Scotian*. In the following year she and the *Ionian* were transferred to the London service and instead the 12,100 ton *Scandinavian* (II) (ex-White Star *Romanic*) was detailed to Glasgow.

For some years past the South American service had been on the decline and many of the steamers employed were cargo steamers chartered from other companies. The goodwill of the service was sold in 1913, and a lot of interest was aroused in shipping circles when it was announced that the purchasers were the Donaldson Line, whose South American service had ceased to function a few years after the establishment of the Allan Line service in 1876.

The 18,000 ton *Alsatian* and *Calgarian* were launched on the Clyde in the spring of 1913, and the former sailed from Liverpool to Halifax and St. John, N.B., in January 1914, followed by the latter to Quebec in May 1914. Their quadruple screws were propelled by steam turbines, and they were the first steamers on the North Atlantic to have cruiser sterns. They were second to none in the Canadian service as regards size, speed and the luxury of their accommodation.

Immediately prior to the outbreak of World War I the Liverpool-Canada service was maintained by the *Alsatian*, *Calgarian*, *Victorian* and *Virginian*, with additional sailings every month by the *Tunisian*. The Glasgow-Canada service was maintained by the *Scandinavian*, *Corsican*, *Grampian* and *Hesperian*, and the Glasgow-Boston service by the *Pretorian*, *Numidian* and *Livonian*. The *Sardinian*, *Mongolian*, *Pomeranian* and *Carthaginian* sailed from Glasgow via Liverpool to St. John's and Halifax or Philadelphia, and took care of the Company's share of the Furness-Allan Line service, already referred to. The London-Canada service was maintained by the *Scotian*, *Ionian*, *Corinthian* and *Sicilian*. It remains to mention that the 33 year old *Parisian* was scrapped earlier in the year.

When war broke out the *Alsatian* and *Calgarian* were immediately taken up as armed cruisers and the former became flagship of the Tenth Cruiser Squadron, to which the *Victorian* was later attached after a spell of duty with the Ninth. For a time the *Virginian* was commissioned as a transport, but in November 1914 she, too, became an armed cruiser. The *Calgarian* was detailed to blockade the port of Lisbon, and later performed similar duties in the vicinity of New York. The remainder of her short career—she was torpedoed in March 1918—was spent as an armed convoy ship. Three of the Company's oldest ships, the *Livonian*, *Mongolian* and *Numidian* were purchased by the Admiralty.

During the autumn of 1914 the *Pretorian*, *Scotian*, *Hesperian*, *Grampian* and *Tunisian* maintained a fairly regular service from Liverpool to Canada. The *Sicilian*, *Corinthian* and the Furness Line *Digby* sailed from London, and the remainder of the fleet took care as best they could of the Glasgow services. As the war progressed further ships were taken up for special duties and there were many changes in the Company's programme.

Although it had been officially denied in 1910 that the chartering of the *Lake Erie* by the Allan Line indicated that the Allan and Canadian Pacific companies were to be amalgamated, no attempt was made to hide the fact that there was a close understanding between them. As time went on co-operation became more and more intimate. For instance, a joint victualling department was established at Liverpool, and later a joint maintenance department. One reason behind these moves was undoubtedly a desire to save expense, but it became increasingly obvious that there was more to it than this. Finally, it was made known in 1915 that the Canadian Pacific was to absorb the Allan Line, but before the necessary action was taken a new company, CANADIAN PACIFIC OCEAN SERVICES LIMITED, was formed to manage the fleets of both lines. This concern came into being in 1916 and the fusion was formally completed on July 16th 1917, when the management, control and general operation of the Allan fleet was taken over.<sup>1</sup> Owing to the war these happenings received much less publicity than would otherwise have been the case.

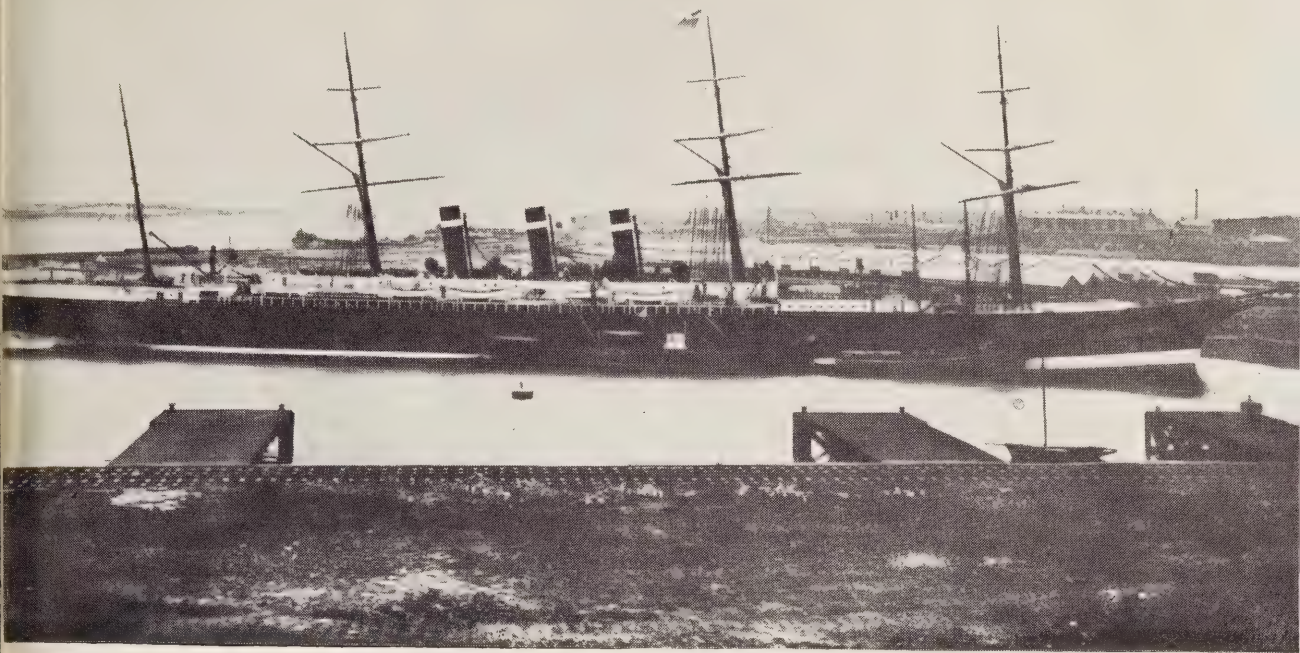
(1) *Liverpool Journal of Commerce*, 17/7/17.



At the outbreak of war the Allan Line owned 20 transatlantic steamers. Of these, three were sold to the Admiralty and two lost by enemy action. The Canadian Pacific therefore took over 15 Allan Line ships, of which 11 survived the war.

Many people regretted the passing of the Allan Line red funnel with its black top and white band. Others less sentimental mourned the Company on account of the great part it had played in the development of Canada. In conclusion, tribute should be paid to the progressive outlook and initiative which invariably kept the Allan Line in a prominent position amongst the North Atlantic lines and led to such notable advances as the steel liner in 1880 and the steam turbine in 1905.

1. 1854 *Canadian*  
1,764. 278 × 34. C-2-3. I-S-I(2)-10. (Denny). (I-80; III-350). 1854 (16/9). M/V Liverpool-Quebec-Montreal. 1854 (6/11) 2nd voyage, Liverpool-Portland for Canadian S.N. Co. (*q.v.*). 1855 became Crimean War transport. 1856 (24/1) 3rd voyage, Glasgow-Boston-New York. 1856 (7/5) and subsequently, Liverpool-Quebec-Montreal-(or Portland). 1856 (1/6) wrecked near Quebec (0).
2. 1856 *North American*  
1,715. 283 × 35. C-1-3. I-S-I(2)-10 (Denny). (I-75; III-350). Laid down as *Briton*. 1856 (23/4) M/V Liverpool-Quebec-Montreal (first resumed sailing). 1866 stranded; salvaged. 1867 (Jan.) resumed service. 1871 Liverpool-Baltimore service. 1873 (11/3) L/V ditto. 1874 sold at Montreal. Engines removed.
3. (1856) *Indian*  
1,764—details as (1). Built 1855 and taken up as Crimean War transport. 1856 (21/5) F/V Liverpool-Quebec-Montreal. 1859 (21/11) wrecked near Cape Race (27).
4. 1856 *Anglo-Saxon*  
1,715—details as (2). Laid down as *Saxon*. 1856 (4/6) M/V Liverpool-Quebec-Montreal. 1863 (27/4) wrecked near Cape Race (238).
5. 1858 *Nova Scotian*  
2,108. 298 × 38. C-1-3. I-S-I(2)-10 (Denny). (I-80; III-370). 1858 (2/6) M/V Liverpool-Quebec-Montreal. 1873 lengthened to 366 ft. (3,300 tons) and compounded. 1874-92 Liverpool-Baltimore service. 1892 (5/7) L/V ditto. 1893 scrapped.
6. 1858 *North Briton*  
2,187—details as (5). 1858 (8/9) M/V Liverpool-Quebec-Montreal. 1861 (5/11) wrecked on Paraquet Island (0).
7. 1859 *Hungarian* (I)  
2,200—details as (5). 1859 (18/5) M/V Liverpool-Quebec-Montreal. 1860 (20/2) wrecked off Sable Island (237).
8. 1859 *Bohemian*  
2,200—details as (5). 1859 (16/11) M/V Liverpool-Portland. 1864 (22/2) wrecked near Cape Elizabeth (20).
9. 1860 *Canadian* (II)  
1,926. C-1-3. I-S-I(2)-10 (Steele). 1860 (21/3). M/V Liverpool-Portland. 1861 (4/6) struck iceberg near Belle Isle (34).
- 9a. (1860) *Palestine* (c)  
1,800. 276 × 36. C-1-3. I-S-I(2)-10 (Steele). Built 1858 for Cunard. 1860 (16/5) F/V Liverpool-Quebec-Montreal (4 R/V).

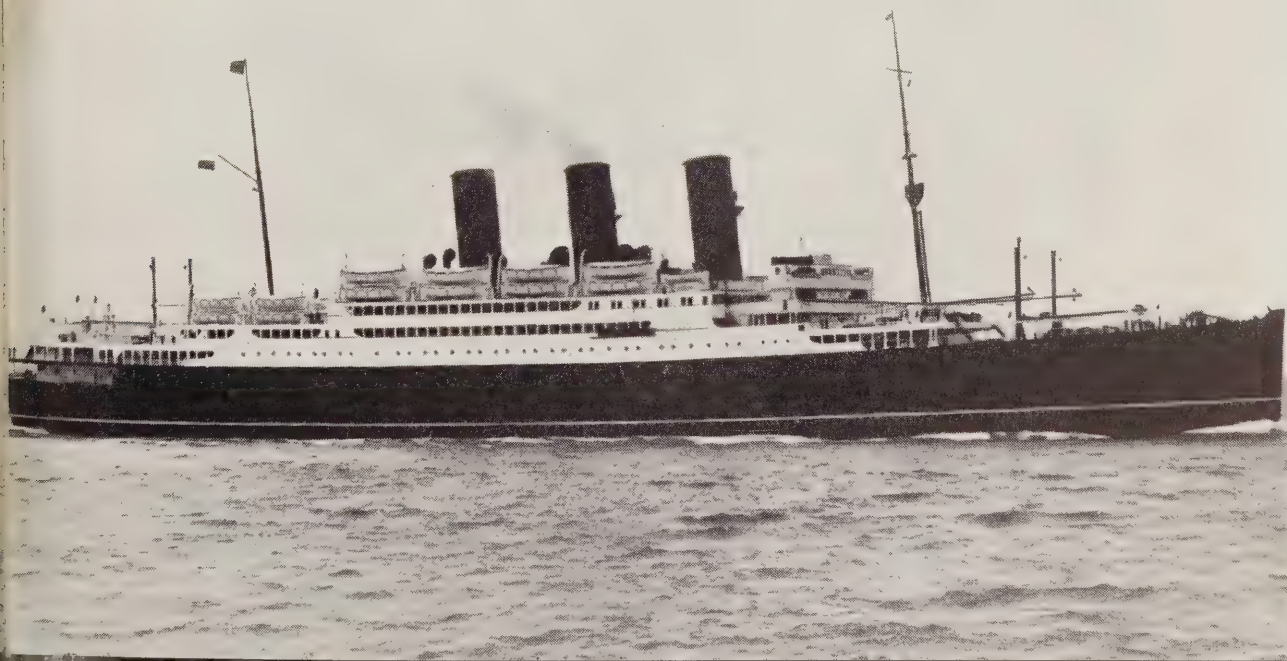


1881                      *City of Rome*                      8,415 tons  
 A very rare photograph showing this famous ship fitting out  
 at Barrow and with funnels in Inman colours.                      (24-26)                      NAUTICAL PHOTO AGENCY

*facing page 96*

ANCHOR LINE

1925                      *Transylvania*                      16,923 tons  
 Sister ships: *Caledonia* and the one-funnelled *Tuscania* and  
*California*. Very similar: *Cameronia*.                      (48-67)







1923                      *Columbus*                      32,354 tons  
Virtually a sister ship of White Star *Homeric*. Note shortened funnels fitted in 1929 when she was re-engined.    (53-104)

NORDDEUTSCHER LLOYD

*facing page 97*

1930                      *Europa*                      49,746 tons  
Sister ship of the record-breaking *Bremen*. After extensive rebuilding is now the French Line's *Liberté*.    (53-109)

NORDDEUTSCHER LLOYD



10. (1860) *Jura* (c)  
 (1861) *Jura*  
 2,241. 316 × 36. C-1-3. I-S-GB(2)-9 (Thomson). Built 1854 for Cunard (*q.v.*). 1860 (6/9) F/V Liverpool-Quebec-Montreal. 1861 purchased after a second chartered voyage. 1864 (3/11) wrecked in R. Mersey (0).
11. 1861 *Hibernian* (I)  
 1,888. 280 × 38. C-1-3. I-S-I(2)-11 (Denny). (1-80; III-450). 1861 (23/5) M/V Liverpool-Quebec-Montreal. 1871 lengthened to 351 ft. (2,752 tons). 1872-83 Liverpool-Baltimore service. 1884 tonnage increased to 3,440; compounded; masts reduced to two. 1884-86 Glasgow-Boston service. 1887-93 Glasgow-Philadelphia, subsequently Boston service. 1900 (19/12) L/V Glasgow-Boston-Glasgow. 1901 scrapped in Germany.
12. 1861 *Norwegian* (I)  
 1,888—details as (11). 1861 (18/7) M/V Liverpool-Quebec-Montreal. 1863 (14/6) wrecked on St. Paul's Island (0).
13. 1861 *Saint Andrew*  
 (1874) *Waldensian*  
 1,432. 253 × 34. C-1-3. I-S-I(2)-10. (B. Curle). (I-30; III). 1861 (28/9) M/V Glasgow-Quebec-Montreal. 1874 lengthened to 322 ft. (2,256 tons), compounded and renamed. 1874 (22/1) F/V as *Waldensian*, Glasgow-Portland. 1881 Glasgow-Boston service. 1888 triple expansion engines. 1888-1902 mainly R. Plate service. 1903 scrapped at Genoa.
14. 1861 *Saint George*  
 1,468—details as (13) (Steele). 1861 (25/10) M/V Glasgow-Quebec-Montreal. 1869 (29/4) wrecked near Seal Island (0).
15. (1862) *John Bell*  
 (1863) *Saint Patrick*  
 1,101. 231 × 33. C-1-3. I-S-V(2)-9 (Stephen). (I-20; II, III). Built 1854 as sailing ship. 1856 acquired by Anchor Line and engines installed (*q.v.*). 1862 (16/8) F/V Glasgow-Quebec-Montreal. 1863 (16/7) F/V as *St. Patrick*. 1875 engines removed. Later became *Diamant*.
16. (1862) *Damascus* (c)  
 (1865) *Damascus*  
 (1870) *Corinthian* (I)  
 1,213. 253 × 32. C-2-2. I-S-I(2)-10 (Denny). (I-40; III). Built 1856 as *G. Lanza*; purchased by Cunard and renamed. 1860 became *Giuseppe Garibaldi* (Italian). 1860 became *Damascus* (Cunard) (*q.v.*). 1862 (30/4) F/V (chartered) Glasgow-Quebec-Montreal. 1863-67 many voyages Liverpool-Quebec-Montreal (as well as from Glasgow). 1870 lengthened to 288 ft. (1,517 tons), compounded and renamed. 1870 (13/9) F/V as *Corinthian*, Glasgow-Quebec-Montreal. 1881 (15/6) L/V Glasgow-Boston. 1881 became *Genova* (Italian); later *Foulazi Osmani* (Turkish). 1901 (or earlier) *Sakariah* (Turkish). 1912 scrapped.
- 16b. (1863) *America* (c)  
 1,826. 251 × 38. C-1-3. W-P-SL(2)-10 (Steele). Built 1848 for Cunard (*q.v.*). 1863 (23/7) F/V Liverpool-Quebec-Montreal. 1864 (10/3) 4th and L/V ditto. (Only paddle steamer employed by Company.)
17. 1864 *Peruvian*  
 2,549. 312 × 39. C-1-3. I-S-I(2)-11 (Steele). (I-100; III). 1864 (31/3) M/V Liverpool-Portland. 1871-73 Liverpool-Baltimore service. 1874 lengthened to 373 ft. (3,038 tons) and compounded. 1874-86 Liverpool-Quebec-Montreal. 1887-89 Liverpool-Baltimore. 1891 second funnel added; new compound engines and forced draught. 1891-92 Glasgow-Quebec-Montreal. 1893-94 Glasgow-New York. 1895-1901 mainly Glasgow-Boston. 1902-03 Liverpool-St. John's, N.F.-Halifax. 1905 scrapped.



18. (1864) *Belgian*  
2,259. 280×38. C-1-3. I-S-GO(2)-10 (Caird). (I-54; II-146; III-310). Built 1855 as *Hammonia* ("Hapag") (*q.v.*). 1864 (21/4) F/V Liverpool-Quebec-Montreal. 1872 became *Belgian* (Dominion). 1873 became *Missouri* (Dominion). 1873 (1/10) wrecked on Bahamas (0).
19. 1864 *Saint David*  
(1873) *Phoenician*  
1,516. 272×34. C-1-3. I-S-I(2)-10 (B. Curle). 1864 (21/7) M/V Liverpool-Quebec-Montreal. 1865 mainly Glasgow-Quebec-Montreal. 1866 mainly Liverpool service but subsequently Glasgow. 1873 lengthened to 335 ft. (2,356 tons), compounded and renamed. 1873 (12/6) F/V as *Phoenician*, Glasgow-Quebec-Montreal. 1881-85 Glasgow-Boston or Philadelphia. 1886-87 London-Quebec-Montreal. 1888 quadruple expansion engines (the first on North Atlantic). 1889-1903 South American service (occasional voyages previously). 1905 scrapped in Genoa.
20. 1864 *Moravian*  
2,481. 320×39. C-1-3. I-S-I(2)-11 (Steele). (I-80; III). 1864 (10/11) M/V Liverpool-Portland. 1874 lengthened to 389 ft. (3,323 tons) and compounded. 1881 (30/12) wrecked on Nova Scotia coast (0).
21. 1867 *Nestorian*  
2,466. 318×38. C-1-3. I-S-I(2)-11 (B. Curle). Laid down as *Acadian*. (I-115; III). 1867 (31/1) M/V Liverpool-Portland. 1878 tonnage increased to 2,726. Compound engines. 1880-85 Glasgow-Boston (or Philadelphia). 1886 London-Quebec-Montreal. 1889 Glasgow-Boston, etc. 1897 (5/2) L/V Glasgow-Boston. 1897 scrapped.
22. 1867 *Austrian*  
2,458. 319×38. C-1-3. I-S-I(2)-11 (B. Curle). (I-115; III). 1867 (18/7) M/V Liverpool-Quebec-Montreal. 1871-74 Liverpool-Baltimore. 1875 compound engines. 1876-79 Liverpool-Baltimore or Glasgow-Quebec-Montreal. 1880-87 Glasgow-Boston. 1888 triple expansion engines. 1888-1902 various Glasgow services including S. American and London-Quebec-Montreal. 1903 (10/4) L/V on N. Atlantic, Glasgow-Boston. 1904 (9/2) L/V Glasgow-S. America. 1905 scrapped.
23. (1868) *Ottawa*  
(1872) *Manitoban*  
1,810. 287×35. C-1-3. I-S-I(2)-10 (Laird). (I-25; III). Built 1865 for British Colonial S.S. Co. (*q.v.*). 1868 (19/5) (?) F/V Glasgow-Quebec-Montreal. 1872 lengthened to 339 ft. (2,975 tons), compounded and renamed. 1872 (25/6) F/V as *Manitoban*. 1885-98 mainly Glasgow-Boston or Philadelphia. 1898 (3/12) L/V Glasgow-Boston. 1899 scrapped.
24. (1868) *Germany*  
3,244. 343×42. C-1-3. I-S-I(2)-10 (Pearse). Laid down for National Line and purchased before completion. 1868-72 employed mainly as extra steamer, Liverpool-Montreal. 1872 (3/12) wrecked near Bordeaux (30) *en route* Liverpool-New Orleans (2nd sailing of a new service, thereupon abandoned).
25. (1869) *European*  
2,629. 316×36. C-1-3. I-S-?-10 (Malcolmson). Laid down as *Manhattan*. Completed 1866 as *William Penn* (London & New York) (*q.v.*). 1869-72 employed mainly as extra steamer, Liverpool-Montreal. 1872 became *European* (Hughes) (*q.v.*). 1875 broke back when entering Morpeth Dock, Birkenhead. Lengthened to 327 ft. (2,659 tons) and compounded. 1884 new compound engines; owner, T. R. Oswald (British). 1889-94 owners, Ross Line.
26. 1869 *Prussian*  
2,794. 340×40. C-1-3. I-S-I(2)-11 (Inglis). (I-90; III). 1869 (18/2) M/V Liverpool-Portland. 1876-78 reserve steamer. 1879 compound engines; Liverpool-Baltimore service. 1881-97 Glasgow-Boston (or Philadelphia). 1898 (18/2) L/V Glasgow-Boston. 1898 scrapped at Genoa.

27. 1870 *Scandinavian* (I)  
2,840. 339 × 41. C-1-3. I-S-I(2)-11 (Steele). (I-100; III). 1870 (5/5) M/V Liverpool-Quebec-Montreal. 1876-78 reserve steamer. 1879 compound engines. 1880 Glasgow-Boston (or Philadelphia). 1899 (8/2) L/V Glasgow-Portland. 1899 scrapped.
28. 1870 *Caspian*  
2,728. 350 × 38. C-1-3. I-S-I(2)-11 (L. & Glas.). (I-80; III). 1870 (5/11) M/V Liverpool-Quebec-Montreal. 1871-92 Liverpool-Baltimore. 1882 compound engines. 1897 (20/3) L/V Glasgow-Portland. 1897 scrapped.
29. 1871 *Sarmatian*  
3,647. 371 × 42. S-1-3. I-S-C4-13 (Steele). (I-100; III-850). 1871 (31/8) M/V Liverpool-Quebec-Montreal. 1890 triple expansion engines. 1890-1902 Glasgow-Quebec-Montreal. 1903-04 Glasgow-Boston. 1905 London-Quebec-Montreal. 1908 scrapped at Rotterdam.
30. (1872) *Sweden*  
908 (Barclay Curle). Built 1869 for Scandinavian feeder service. 1872 Glasgow-Quebec-Montreal (4 R/V).
31. 1872 *Polynesian*  
(1893) *Laurentian*  
3,983. 400 × 42. S-1-3. I-S-C4-13 (Steele). (I-120; III-850). 1872 (3/10) M/V Liverpool-Quebec-Montreal. 1893 tonnage increased to 4,522 (I-36; III-1,000); triple expansion engines; two masts. 1893 (27/5) F/V as *Laurentian*, Liverpool-Quebec-Montreal. 1900 Glasgow-New York. 1905-09 Glasgow-Philadelphia or Boston. 1908 II and III only. 1909 (6/9) wrecked nr. Cape Race (0).
32. 1873 *Canadian* (III)  
2,911. 350 × 36. ?-1-3. I-S-C2-11 (Royden). (I-25; III). 1873 M/V Liverpool-Quebec-Montreal. 1874 Glasgow-Quebec-Montreal. 1876 (11/11) first sailing of S. American service. 1877-91 Glasgow-Canada, Philadelphia, Boston or S. America. 1892 onwards almost exclusively S. America. 1903 scrapped.
33. 1873 *Circassian*  
3,211. 375 × 40. C-1-3. I-S-I(2)-13 (Steele). (I-100; III-850). 1873 (24/4) M/V Liverpool-Quebec-Montreal. 1875 lengthened to 415 ft. (3,724 tons) and compounded. 1893 (11/5) L/V (?) Liverpool-Quebec-Montreal. 1896 scrapped.
34. 1875 *Sardinian*  
4,349. 400 × 42. S-1-3. I-S-C2-13 (Steele). (I-120; III-850). 1875 (29/7) M/V Liverpool-Quebec-Montreal. 1878 (10/5) explosion, fire and scuttled at Merville. Sailings resumed 1878 (27/6). 1897 triple expansion engines; two masts. 1897 Glasgow-Quebec-Montreal or New York. 1905 London-Quebec-Montreal. 1908 II and III only. 1914 Glasgow-Philadelphia. 1917 taken over by C.P.O.S. (*q.v.*). 1919-20 Avonmouth-Canada (cargo only). 1920 sold; became hulk at Vigo.
35. 1878 *Lucerne*  
1,925. 291 × 34. S-1-3. I-S-C2-11 (Laird). (I; III). 1878 (27/9) M/V Glasgow-S. America. 1879-83 usually one annual voyage to S. America; otherwise Glasgow-Quebec-Montreal or Boston. 1884-88 ditto; otherwise London-Quebec-Montreal. 1889 onwards mainly S. America. 1898 (April) L/V Glasgow-St. John, N.B. 1898 sold to U.S. Govt.
36. 1880 *Buenos Ayrean*  
4,005. 385 × 42. S-1-2. S-S-C2-12 (Denny). The first North Atlantic steel steamer (I & III). 1880 (31/3) M/V Glasgow-Halifax-Boston. Subsequently Glasgow-Quebec-Montreal with one annual voyage to S. America. 1896 quadruple expansion engines. 1895-1901 Glasgow-Quebec-Montreal. 1902 onwards Glasgow-Philadelphia, Boston or Quebec and Montreal. 1910 scrapped.
37. 1880 *Grecian*  
3,613. 360 × 40. S-1-3. I-S-C2-11 (Doxford). (I & III). 1880 (21/4) M/V Glasgow-Quebec-Montreal. Subsequently mainly ditto, but some New York voyages. 1902 (9/2) wrecked near Halifax (0).



38. 1881 *Parisian*  
5,359. 441×46. S-2-4. S-S-C3-14 (Napier). (I-150; II-100; III-1,000). 1881 (10/3) M/V Liverpool-Halifax-Boston, subsequently Quebec and Montreal. 1899 rebuilt with one funnel (4 pole masts); triple exp. engines. 1899 (20/7) returned to Liverpool-Quebec-Montreal service. 1902 Marconi wireless telegraphy fitted. 1905 Glasgow-New York (4 R/V). 1906 Glasgow-Boston. 1908 London-Quebec-Montreal; 1909 re-entered Boston service. 1912 rescued some *Titanic* survivors. 1914 (Jan.) sold to Italian shipbreakers.
39. 1881 *Corean*  
3,488. 360×41. S-1-3. I-S-C2-11 (Doxford). (I & III). 1881 (10/5) M/V Glasgow-Quebec-Montreal. 1881-91 mainly ditto except 1885 and 1887, London-Montreal. 1892-1906 Glasgow-New York, Philadelphia or Boston. 1908 scrapped in Italy.
40. 1882 *Hanoverian*  
3,603. 366×41. S-1-3. I-S-C2-11 (Doxford). 1882 (25/5) M/V Glasgow-Quebec-Montreal. 1883 London-Halifax (first London sailing). 1883 (2/10) onwards Glasgow-Montreal, Boston or Philadelphia. 1885 (2/9) wrecked on Newfoundland coast (0).
41. (1884) *Norwegian* (II)  
3,523. 375×40. C-1-3. I-S-C2-11 (Tod & McGregor). Built 1865 as *City of New York* (Inman) (*q.v.*). 1884 (12/6) F/V Glasgow-Quebec-Montreal. 1891-96 Glasgow-New York; subsequently Glasgow-Montreal or Boston. 1903 (6/5) L/V Glasgow-Boston. 1903 scrapped in Holland.
42. 1884 *Siberian*  
3,904. 372×45. S-1-3. S-S-C2-11 (Govan). (I, II & III). 1884 (19/9) M/V Glasgow-Quebec-Montreal. 1884-96 mainly ditto except 1891-93 Glasgow-New York. 1897 onwards mainly Glasgow-Philadelphia. 1912 scrapped at Falmouth.
43. 1884 *Carthaginian*  
4,444. 386×45. S-1-3. S-S-C2-12 (Govan). (I-64; II-32; III). 1884 (6/12) M/V Glasgow-Boston. 1885-88 mainly Glasgow-Montreal, but some voyages Liverpool-Baltimore. 1889 Liverpool-Quebec-Montreal mail service (6 R/V). 1890-96 Liverpool-Baltimore or Glasgow-Philadelphia. 1897-98 Liverpool-Quebec-Montreal mail service (9 R/V). 1898 onwards mainly Glasgow-Philadelphia or Boston. 1901 new boilers; 1908 II and III only. 1917 (14/6) mined near Inishtrahull (0).
44. (1887) *Pomeranian*  
4,364. 381×44. S-2-4. I-S-C2-11 (Earle). (I-40, II-60; III-1,000). Built 1882 as *Grecian Monarch* (Monarch) (*q.v.*). 1887 (8/9) F/V London-Montreal. 1889 onwards Glasgow-Montreal but 1891-93 Glasgow-New York. 1893 severe damage by heavy sea; returned to Clyde (1 funnel, 2 masts). 1902 triple expansion engines. 1905 London-Montreal; 1908 II and III only. 1917 taken over by C.P.O.S. 1918 (15/4) torpedoed near Portland Bill (45).
45. (1887) *Assyrian*  
3,317. 360×43. S-1-4. S-S-C2-11 (Earle). Built 1880 as *Assyrian Monarch* (Monarch) (*q.v.*). 1887-90 London-Montreal. 1891 onwards mainly Glasgow New York, Philadelphia or Boston. 1901 (24/7) L/V Glasgow-Boston. 1901 sold; 1902 scrapped.
46. 1887 *Rosarian*  
3,077. 330×42. S-1-?. S-S-T3-11 (Henderson). (I-20; III-800). 1887 (25/10) M/V Glasgow-S. America. 1888 onwards-duties shared between ditto and London-Montreal. 1910 scrapped.
47. 1887 *Monte Videan*  
3,076. 330×42. S-1-?. S-S-T3-11 (Henderson). (I-20; III-800). 1887 (29/11) M/V Glasgow-S. America. 1888 onwards-duties shared between ditto and London-Montreal. 1910 scrapped.

48. 1891 *Brazilian*  
3,204. 340×42. S-1-? S-S-T3-11 (Henderson). 1891 (12/2) M/V Glasgow-S. America. 1891 onwards mainly London-Montreal, but usually 1 R/V annually to S. America. 1900 Glasgow-Montreal (6 R/V). 1910 became *Corcovado* (Brazilian).
49. 1891 *Mongolian*  
4,838. 400×45. S-1-2. S-S-T3-13 (Henderson). (I-100; II-80; III-1,000). 1891 (12/2) M/V Liverpool-Halifax-Portland; subsequently Quebec and Montreal. 1897-99 and 1901-05 Glasgow-New York. 1900 troopship to S. Africa. 1906 onwards Glasgow-Montreal, Philadelphia or Boston. 1914 sold to British Admiralty. 1918 (21/7) torpedoed near Filey Brig (36).
- ——— *State of Alabama*  
2,313. Built 1873 as *Alabama* (State) (*q.v.*). 1873 renamed. 1891 purchased by Allan, but resold. Did not run for Company. 1896 scrapped.
- ——— *State of Pennsylvania*  
2,472. Built 1873 as *Pennsylvania* (State) (*q.v.*). 1873 renamed. 1891 purchased by Allan, but did not run for Company. 1893 became *Medina* (Turkish). 1902 (or earlier) became *Marmara* (Turkish).
50. (1891) *State of Indiana*  
2,528. 332×36. S-1-3. I-S-C2-11 (Wingate). Built 1874 for State Line (*q.v.*). 1891 (17/4) F/V Glasgow-New York (1 R/V). 1893 became *Ismir* (Turkish).
51. (1891) *State of Nevada*  
2,488. 332×36. S-1-3. I-S-C2-11 (London & Glasgow). Built 1874 for State Line (*q.v.*). 1891 (24/4) F/V Glasgow-New York. 1892 (2/9) L/V ditto (9 R/V). 1893 became *Mekke* (Turkish).
52. (1891) *State of Nebraska*  
3,986. 385×43. S-1-3. I-S-C2-12 (L. & Glasgow). Built 1880 for State Line (*q.v.*). 1891 (8/5) F/V Glasgow-New York. 1901 (24/8) L/V ditto. 1902 scrapped.
53. (1891) *State of Georgia*  
2,490. 330×36. S-1-3. I-S-C2-11 (L. & Glasgow). Built 1873 as *Georgia* (State) (*q.v.*). 1873 renamed. 1891 (22/5) F/V Glasgow-New York (2 R/V). 1893 sold to Aberdeen Atlantic Line. 1896 disappeared.
54. 1891 *State of California*  
(1898) *Californian*  
4,244. 386×46. S-1-3. S-S-T3-13 (Stephen). Built 1891 for State Line. 1891 (14/8) M/V Glasgow-New York. 1897 (13/5) F/V Liverpool-Quebec-Montreal. 1898 (10/3) F/V as *Californian*, Liverpool-Portland. 1900 (25/2) stranded near Portland; salvaged. 1900 (30/8) resumed sailings Glasgow-New York. 1900 (20/12) L/V Glasgow-New York. 1901 became *Coamo* (New York and Porto Rico) (U.S.). 1925 scrapped.
55. 1891 *Numidian*  
4,836—details as (49). (I-100; II-80; III-1,000). 1891 (20/8) M/V Liverpool-Quebec-Montreal. 1903-05 Glasgow-New York. 1906 Glasgow-Montreal; later to Philadelphia or Boston. 1914 sold to British Admiralty; sunk as blockship.
56. (1897) *Tower Hill*  
(1897) *Turanian*  
4,021. 420×45. S-1-4. S-2S-C4-12 (Dobie). Built 1881 (I-40; III). 1897 (30/6) F/V Glasgow-New York. 1897 (31/12) F/V as *Turanian* ditto. 1899 (23/8) Glasgow-S. America. 1899 (Nov.) stranded on Cape Verde Is. Salvaged and sold to Italian shipbreakers.
57. (1897) *Richmond Hill*  
(1897) *Roumanian*  
4,225. 420×47. S-1-4. S-2S-C4-12 (Murray). Built 1883 for Twin Screw Line (I-40; III). 1897 (14/7) F/V Glasgow-New York. 1897 (25/8) F/V as *Roumanian* ditto, subsequently to Philadelphia. 1898 (20/7) L/V Glasgow-Philadelphia. 1898 sold.



58. (1897) *Ludgate Hill*  
 (1897) *Livonian*  
 4,162—details as (57). (Dobie). Built 1881. (I-40; III). 1897 (28/7) F/V Glasgow-New York. 1897 (8/9) F/V as *Livonian* ditto. 1900 triple expansion engines; modernised. 1900 onwards mostly Glasgow-Philadelphia or Boston. 1914 sold to British Admiralty. Sunk as blockship, Dover Harbour.
59. 1899 *Castilian*  
 7,441. 470 × 54. S-1-2. S-S-T3-14 (W. Clark). (I; II; III). 1899 (23/2) M/V Liverpool-Halifax-Portland. 1899 (11/3) wrecked in Bay of Fundy (0).
60. (1899) *Gallia*  
 4,809. 430 × 45. S-1-3. I-S-C3-13 (Thomson). Built 1879 for Cunard. 1896 became *Don Alvaro de Bazan* (Compañía Trasatlantica). 1897 became *Gallia* (Beaver). 1899 (4/5) F/V Liverpool-Quebec-Montreal; wrecked near Sorel Point, Quebec; salvaged. 1900 scrapped at Cherbourg.
- 60c. (1899) *Tainui* (c)  
 5,086. 440 × 46. C-1-4. S-S-T4-13 (Denny). Built 1884 for Shaw, Savill & Albion. 1897 became *Covadonga* (Compañía Trasatlantica—chartered). 1899 (11/5) F/V Liverpool-Quebec-Montreal (6 R/V). 1899 became *Astoria* (Anchor) (q.v.). 1911 scrapped.
61. 1899 *Bavarian*  
 10,376. 501 × 59. S-1-2. S-2S-T6-16 (Denny). (I-240; II-220; III-1,000). 1899 (24/8) M/V Liverpool-Quebec-Montreal (2 R/V). 1899-1902 transport service to S. Africa. 1902 (9/10) resumed sailings Liverpool-Quebec-Montreal. 1905 (3/11) wrecked near Montreal (0); broken up where she lay.
62. 1900 *Tunisian*  
 10,576—details as (61). (Stephen). (I-240; II-220; III-1,000). 1900 (5/4) M/V Liverpool-Halifax-Portland, subsequently Quebec and Montreal. 1917 taken over by C.P.O.S. (q.v.). 1922 renamed *Marburn*. 1928 scrapped.
63. 1900 *Corinthian* (II)  
 6,227. 430 × 54. S-1-2. S-T3-13 (W. Clark). (I; II; III). 1900 (24/5) M/V Liverpool-Quebec-Montreal. 1903 Glasgow-Quebec-Montreal. 1908 London-Quebec-Montreal. 1908 tonnage increased to 7,333; II and III only. 1917 taken over by C.P.O.S. 1918 (14/12) wrecked in Bay of Fundy.
64. (1901) *Sicilian*  
 6,224—details as (63). (I; II; III). Built 1899. 1899-1901 transport service to S. Africa. 1901 (28/2) F/V Liverpool-Portland. 1901 (17/4) Glasgow-New York; subsequently Glasgow-Montreal. 1908 London-Quebec-Montreal. 1908 tonnage increased to 7,328; II and III only. 1917 taken over by C.P.O.S. (q.v.). 1922 renamed *Bruton* (cargo only). 1925 scrapped.
- 64d. (1901) *Australasian* (c)  
 3,662. 362 × 44. 1-S-T3-13 (Napier). Built 1884 for G. Thompson & Co. 1901 (23/5) F/V Liverpool-Quebec-Montreal (5 R/V).
65. 1901 *Pretorian*  
 6,948. 437 × 53. S-1-2. S-T3-13 (F. Withy). (I; II; III). 1901 (8/8) M/V Liverpool-Quebec-Montreal. 1904 Glasgow-Quebec-Montreal. 1908 tonnage increased to 7,654; II and III only. 1917 taken over by C.P.O.S. (q.v.). 1925 scrapped.
66. 1901 *Ionian*  
 8,268. 470 × 57. S-1-4. 2S-T6-14 (W. Clark). (I-132; II-160; III-800). 1901 (21/11) M/V Liverpool-Halifax-St. John, N.B., subsequently Liverpool-Quebec-Montreal. 1905 (27/5) F/V Glasgow-Montreal. 1906 returned to Liverpool service until *Corsican* commissioned. 1912 London-Quebec-Montreal. 1917 taken over by C.P.O.S. 1917 (21/10) torpedoed off Milford Haven (7).

- 66e. (1903) *City of Bombay* (c)  
4,548. 404 × 48. S-1-2. I-S-C2-12. (W. Clark). Built 1885 for City Line. 1903 (16/5) F/V Glasgow-Liverpool-Philadelphia (3 R/V). 1906 ditto.
67. 1905 *Victorian*  
10,635. 520 × 60. S-1-2. 3S-ST-18 (W. Clark). (I-346; II-344; III-1,000). (First turbine steamer on N. Atlantic.) 1905 M/V Liverpool-St. John, N.B., subsequently Quebec and Montreal. 1914 became an auxiliary cruiser. 1917 taken over by C.P.O.S. (q.v.). 1922 single reduction geared turbines; renamed *Marloch*. 1929 scrapped.
68. 1905 *Virginian*  
10,757—details as (67). (Stephen). (I-426; II-286; III-1,000). 1905 (6/4) M/V Liverpool-St. John, N.B., subsequently Montreal. 1914 transport duty; later became an auxiliary cruiser. 1917 taken over by C.P.O.S. (q.v.). 1920 became *Drottningholm* (Swedish American) (q.v.). 1948 became *Brasil* (Home). 1951 renamed *Homeland* (q.v.).
69. 1907 *Corsican*  
11,419. 500 × 61. S-1-2. 2S-T6-16 (B. Curle). (I-208; II-298; III-1,000). 1907 (Nov.) M/V Liverpool-St. John, N.B. 1912 collided with iceberg near Belle Isle (slight damage). 1914 Glasgow-Quebec-Montreal. 1917 taken over by C.P.O.S. (q.v.). 1922 renamed *Marvale*. 1923 (21/5) wrecked near Cape Race (0).
70. 1907 *Grampian*  
10,955. 486 × 60. S-1-2. 2S-T6-15 (Stephen). (I-210; II-250; III-1,000). 1907 Glasgow-Quebec-Montreal. 1917 taken over by C.P.O.S. (q.v.). 1926 scrapped.
71. 1908 *Hesperian*  
10,920—details as (70). (I-210; II-250; III-1,000). 1908 Glasgow-Quebec-Montreal. 1915 (4/9) torpedoed off Fastnet (32).
- 71f. (1910) *Lake Erie* (c)  
7,550. 446 × 52. S-1-4. 2S-T6-13 (B. Curle). Built 1900 for Elder Dempster. 1903 acquired by Canadian Pacific. 1910 F/V London-Quebec-Montreal. 1912 returned to Canadian Pacific. 1913 renamed *Tyrolia*. 1914 sold to British Admiralty; became *Aspenleaf* (oiler). 1919 became *Prygona* (Anglo-Saxon Petroleum Co.). 1925 scrapped.
72. (1911) *Scotian*  
10,322. 515 × 60. S-1-2. 2S-T6-14 (H. & W.). (I; II; III). Built 1898 as *Statendam* (Holland America) (q.v.). 1911 Glasgow-Quebec-Montreal. 1912 London-Quebec-Montreal. 1917 taken over by C.P.O.S. (q.v.). 1922 renamed *Marglen*. 1927 scrapped.
73. (1912) *Scandinavian* (II)  
12,099. 550 × 59. S-1-2. 2S-T8-15 (H. & W.). Built 1898 as *New England* (Dominion) (q.v.). 1903 became *Romanic* (White Star) (q.v.). 1912 Glasgow-Quebec-Montreal. 1917 taken over by C.P.O.S. (q.v.). 1923 scrapped.
74. 1914 *Alsatian*  
18,481. 571 × 72. S-2-2-C. 4S-ST-18 (Beardmore) (I-287; II-504; III-848). First cruiser stern on N. Atlantic. 1914 (17/1) M/V Liverpool-St. John, N.B.; subsequently to Quebec. 1914 became an auxiliary cruiser. 1917 taken over by C.P.O.S. (q.v.). 1919 renamed *Empress of France*. 1935 scrapped.
75. 1914 *Calgarian*  
17,515. 569 × 70. S-2-2-C. 4S-ST-18 (Fairfield). (I-280; II-500; III-900). 1914 (8/5) M/V Liverpool-Quebec. 1914 became an auxiliary cruiser. 1917 taken over by C.P.O.S. 1918 (1/3) torpedoed by German submarine (49).

FUNNEL: Red; white band below black top.

FLAG: (a) Blue-white-red vertical stripes; a red long pennant above the flag.  
(b) Red-white-blue vertical stripes; a red long pennant above the flag.



## Chapter 41

1855-61

VANDERBILT LINE  
(VANDERBILT EUROPEAN LINE)  
(UNITED STATES)

THE 2,000 ton wooden paddle steamer *North Star* arrived at Southampton from New York in May 1853 with her owner, Commodore Vanderbilt, his wife and family and a small party of friends on board. After a short stay in England the ship proceeded to St. Petersburg (Leningrad) and later to the Mediterranean, the extravagant claim being made in the New York press at the conclusion of the voyage that the *North Star* "astonished John Bull, was admired by the Russian Court, gazed at by the Sultan and frightened the Pope".<sup>1</sup>

It seems clear that instead of being a purely pleasure voyage, as was announced to the press, Commodore Vanderbilt was exploring the possibility of starting a line of steamers across the North Atlantic, and in February 1855 he submitted proposals to the United States authorities for a fortnightly service between New York and Liverpool to alternate with the Collins Line. After a lengthy debate Congress turned down the proposal.

Despite this rebuff, Commodore Vanderbilt placed the *North Star* and a similar ship, the *Ariel*, in service between New York, Southampton and Havre during the summer of 1855 under the description VANDERBILT LINE. He still hoped to receive a substantial subsidy, but was again disappointed and the service was withdrawn before the end of the year. The *North Star*, however, made one or two round voyages during the summer of 1856, when the Company was advertised as the VANDERBILT EUROPEAN LINE, to distinguish it from other Vanderbilt steamship ventures.

It was announced early in 1857 that the United States Postmaster-General had signed a one year contract with Commodore Vanderbilt for 13 round voyages to be made between New York and Bremen, the compensation being limited to the United States postage, sea and inland, upon the mails carried.<sup>2</sup> The first mail sailing was taken by the *Ariel*, which left New York in April 1857 for Southampton, Havre and Bremen. She was followed by the 3,250 ton *Vanderbilt*, which proceeded to Southampton and Havre only and was one of the largest wooden paddle steamers ever built. The *North Star* also proceeded through to Bremen.

On her third eastbound voyage the *Vanderbilt* created a sensation by steaming from New York to the Needles (Isle of Wight) in 9 days 8 hours nett at an average speed of 13.87 knots. This was slightly

(1) *The Times*, 7/10/53.

(2) *The Times*, 28/5/57.

slower than the record passage of the Cunarder *Persia* from New York to Liverpool, but was easily a record for the Southampton route.

In 1859 the 2,700 ton *Ocean Queen* joined the *Vanderbilt* and *Ariel*, all three terminating their eastbound voyages at Havre. The *North Star* was transferred to the Vanderbilt service between New York and Panama, as were the *Ocean Queen* and *Ariel* a year later, when the 2,100 ton *Illinois* acted as a consort to the *Vanderbilt*.

At this time the future of the Vanderbilt Line hung in the balance. Payment for the mails carried had averaged no more than £25,000 a year—less than half the value of the hoped for subsidy—and it was announced in June 1860 that Commodore Vanderbilt had refused to carry any more mails. Nevertheless, the *Vanderbilt* and *Illinois* continued in service until the outbreak of the American Civil War in 1861, when both were taken up by the Federal Government as transports. The service was never revived. This was undoubtedly a wise decision as the wooden paddle steamer was out of date, and the United States authorities did but little to encourage American-owned transatlantic services.

1. (1855) *North Star*  
2,100. 260 × 38. S-2-2. W-P-B2-11 (Simonson). (I & II). Built 1853. 1855 (21/7) F/V New York-Southampton-Havre. 1856 and later voyages, New York-Southampton-Havre-Bremen. 1859 transferred to New York-Panama service (Vanderbilt). 1867 sold to Pacific Mail S.S. Co. (U.S.).
2. (1855) *Ariel*  
2,000. 250 × 33. S-1-2. W-P-B1-11 (Simonson). (I & II). Built 1853. 1855 (11/8) F/V New York-Southampton-Havre. 1857-58 New York-Southampton-Havre-Bremen. 1859 (10/11) L/V Havre-Southampton-New York. 1873 wrecked in Pacific.
3. 1857 *Vanderbilt*  
3,360. 323 × 48. S-2-2. W-P-B2-13 (Simonson). (I & II). 1857 (5/5) M/V New York-Southampton-Havre. 1861 L/V Havre-Southampton-New York. 1861 chartered to Federal Government and later acquired by U.S. Navy. 1873 became sailing ship *The Three Brothers* (U.S.). 1885 became hulk *The Three Brothers* at Gibraltar (Anchor). 1929 scrapped.
4. (1859) *Ocean Queen*  
2,715. 330 × 42. S-2-2. W-P-B1-12 (W. & M.). (I & II). Built 1857. 1859 (May) F/V New York-Southampton-Havre. 1859 (23/11) L/V Havre-Southampton-New York. 1870 sold to Pacific Mail S.S. Co. (U.S.). 1875 scrapped.
5. (1860) *Illinois*  
2,100. 255 × 40. C-2-3. W-P-O2-11 (S. & D.). (I & II). Built 1851 as *Louisiana* (Law Line) (U.S.). 1860 (April) F/V New York-Southampton-Havre. 1861 L/V Havre-Southampton-New York. 1861 chartered to Federal Government. 1862 scrapped.

(In addition to the above, the 2,000 ton *Northern Light* made one round voyage in 1858.)

FUNNEL: Red; black top.

FLAG: White, red "V".



## Chapter 42

1855

s.s. *ERICSSON*

(UNITED STATES)

SUCCESSFUL experiments in the caloric principle by the famous Swedish inventor, John Ericsson, resulted in the laying down in April 1852 of the 1,920 ton wooden *Ericsson*, which was propelled by paddle wheels actuated by a caloric engine. The principal owner was John B. Kitching; the builders were Perrin, Stack & Patterson, of New York. The machinery consisted of four working cylinders 168 inches in diameter by 6 feet stroke, and above them four air-compressing cylinders 137 inches in diameter by 6 feet stroke. The working cylinders, arranged in pairs along the centre of the vessel, were suspended like enormous camp-kettles over the furnace fires. Eight piston rods, each 14 feet long, connected the mammoth pistons of each set of cylinders.

The *Ericsson* was launched on September 15th 1852, and after preliminary trials proceeded on February 16th 1853 to Washington, where she was inspected by members of the Virginia Legislature. Upon return to New York certain changes were made to correct defects and increase the efficiency of the engines, one of the most important being the addition of blowers to force the draught. More than a year elapsed before further trials took place on March 15th and April 27th 1854. On the latter occasion "we attained a speed of from 12 to 13 turns of our paddle wheels, equal to full 11 miles an hour, without putting forth anything like our maximum power. All went on magnificently until within a mile or two of the city (on our return from Sandy Hook), when our beautiful ship was struck by a terrific tornado on our larboard quarter, careening the hull so far as to put completely under water the lower starboard ports, which unfortunately the men on the freight deck had opened to clear out some rubbish, the day being very fine".<sup>1</sup>

Within a few minutes the *Ericsson* sank in shallow water. She was refloated on May 1st 1854 and three weeks later Ericsson reported that it would cost 12,000 dollars to put her machinery in order. It was finally decided to take out her caloric engines and instal orthodox steam machinery. "Although the economy of fuel in hot-air engines was very considerable, it was accompanied by too great a sacrifice of space and too great an outlay of machinery to permit competition with the steamer engine".

It had been announced early in 1854 that the *Ericsson* would be placed "on the route between New York and Havre as an independent steamer to replace the temporary vacancy occasioned by the destruction

(1) Letter from John Ericsson to John O. Sargent 28/4/1854 (*The Life of John Ericsson*—Sampson Low, Marston, Searle & Rivington 1890).

of the *Humboldt*" of the New York & Havre Line.<sup>1</sup> After the installation of her steam engines she did, in fact, make three round voyages on this route as an independent steamer, the first from New York on September 15th 1855, Cowes and Havre being reached on September 29th. She was then transferred to the Liverpool–New York route to take the place of the Collins liner *Pacific*, which had sailed from Liverpool in January 1856 and had disappeared without trace. Her Collins Line charter lasted until September 1857. During the American Civil War she served for a time as a transport and latterly as an armed cruiser. After the War she was chartered by Ruger Brothers, and in 1866 made three round voyages between New York, Southampton and Bremen for their "North American Lloyd".

At a later date, the *Ericsson*'s engines were removed and she served for many years as a sailing ship. She was wrecked in 1892. Throughout her career as a caloric ship and steamer she was conspicuous by her four short "stove-pipe" funnels arranged two abreast.

1. (1855) *Ericsson*

1,920. 250 × 40. C-2 × 2-2. W-P-SL(2)-10 (Perrin, Stack & Patterson (New York) ). Built 1853 as caloric ship. 1855 (15/9) M/V New York–Cowes–Havre (3 R/V). 1856 (29/3) F/V New York–Liverpool for Collins Line (*q.v.*). 1861 Civil War transport. 1866 ran for North American Lloyd (*q.v.*). Later engines removed. 1892 wrecked.

## Chapter 43

1856-57

### COMPAGNIE TRANSATLANTIQUE BELGE

(BELGIAN ROYAL MAIL STEAM NAVIGATION CO.)

(BELGIAN TRANSATLANTIC STEAM NAVIGATION CO.)

(BELGIAN)

BY 1855 the port of Antwerp was connected by railway with the principal cities and towns of Belgium, Holland and Western Germany, and had, therefore, become a natural outlet for goods and emigrants from these and other parts. The COMPAGNIE TRANSATLANTIQUE BELGE was founded soon after the Hamburg American Line decided to establish a steamship service between Hamburg and New York, but, as the German company chartered its two pioneer steamers for a spell of duty as Crimean War transports, the Belgian line was able to start operations ahead of them. They made the grave mistake, however, of placing orders for two of their four iron screw steamers with a firm of limited experience instead of going to British builders, as was then almost invariably the custom.

(<sup>1</sup>) *The Times*, 3/1/1854.



The 2,190 ton *Belgique* left Antwerp on December 31st 1855 for Southampton and New York. She had an amazing series of mishaps and adventures, eventually reached a position some 700 miles west of the Lizard in a leaking condition and put back to Southampton, where she remained for upwards of seven months, during which time her hull and machinery were extensively repaired and strengthened. She eventually returned to Antwerp, and sailed thence for the second time on October 6th 1856. The *Constitution*, which in the meanwhile had received a thorough overhaul at Hartlepool, and *Leopold I* followed, but two further steamers, the *Duc de Brabant* and *Congrès*, were never commissioned by the Company as a serious trade depression had set in. The service was accordingly withdrawn during the summer of 1857 and the ships were sold.

The *Belgique* and her sister ships carried 40 first class passengers and about 500 second, third and fourth classes. The description fourth class has never caught on in Britain, but was commonly used on the Continent, particularly by the German lines up to World War I.

1. 1855 *Belgique*  
2,190. 278 × 37. C-1-3. I-S-I(2)-10 (Van Vlissingen). 1855 (31/12) M/V Antwerp-Southampton-New York (put back). 1856 (6/10) M/V (resumed) ditto. 1857 (2/6) L/V Southampton-New York. Later became *Ireland* (British).
2. 1856 *Constitution*  
2,160. 281 × 37. C-1-3. I-S-I(2)-10 (Van Vlissingen). 1856 (23/11) M/V Antwerp-Southampton-New York. 1857 (17/6) L/V ditto. 1857 became *Princess Charlotte*. 1862 *England* (British).
3. 1856 *Leopold I*  
2,028. 286 × 38. C-1-3. I-S-I(2)-10 (Cockerill). 1856 (27/12) M/V Southampton-New York. 1857 (14/7) L/V Antwerp-Southampton-New York. 1857 sold to British owners. 1862 became *Scotland* (British). 1878 compounded.
- ——— *Duc de Brabant*  
Did not run for the Company. 1858 became *Prince Albert* (Galway) (*q.v.*).
- ——— *Congrès*  
Did not run for the Company. Later became *España* (Cia Trasatlantica) (*q.v.*).

## Chapter 44

1856

### COMPAGNIE FRANCO-AMÉRICAINÉ (FRENCH)

THE failure of the first French North Atlantic steamship line in 1847-48 resulted in the disappearance of the "tricolour" from the New York trade until 1856, when Gauthier Frères of Lyons started operations under the description COMPAGNIE FRANCO-AMÉRICAINÉ with a fleet of eight iron screw steamers. Of these the

British-built *Barcelone*, *Cadix* and *Vigo* had just completed a spell of duty as Crimean War transports, as had two similar ships, the *François Arago* and *Jacquart*, which had been built in France. The fleet was made up by three new British-built ships, the *Alma*, *Lyonnais* and *Franc-Comtois*.

An advertisement in February 1856<sup>1</sup> stated that the Compagnie Franco-Américaine would shortly be starting services to New York and Brazil, but in the list of ships that would take part the *Vigo* was omitted and the *Sebastopol* substituted. From this it would appear that the *Vigo* had been renamed, but in fact the name was retained and nothing more was heard of the *Sebastopol*.

A few days later the *Alma* was advertised to take the first sailing from Havre to New York on February 20th. However, she was not ready in time, and the *Barcelone* took her place on the 23rd. For the next four months the *Alma* and *Barcelone* sailed at roughly monthly intervals. On her second voyage the *Alma* had to put in at Southampton owing to a "defect in her screw propeller",<sup>2</sup> and was detained there for several days.

From February 22nd 1856 the *Cadix*, *Lyonnais* and *Franc-Comtois* sailed at monthly intervals from Havre to Rio de Janeiro. It had been intended to increase the New York service to fortnightly from June onwards, but a postponement was necessary as the *Jacquart* and *François Arago* were not yet available, and when they were it was decided to detail them to a third service between Havre, Havana and New Orleans. The availability of the *Vigo* was also delayed, and her first sailing—to New York—did not take place until July. Subsequently the *Barcelone*, *Alma*, *Vigo* and *Lyonnais* took care of the New York service, the last-named ship having been transferred from the South American route.

The *Lyonnais* left New York for Havre on November 1st 1856 with 193 passengers and crew. Late on the following day she was run down by an American sailing ship, badly holed and abandoned in a sinking condition. Many lives were lost. The *Vigo* sailed from New York for Havre a few days later, and as far as can be ascertained this was the Company's last sailing. They had been in low water for some time as evidenced by the fact that an extraordinary general meeting had been called on September 18th to discuss the financial position. The disaster to the *Lyonnais* was a blow from which there was no possibility of recovery.

1. (1856) *Barcelone*

1,603. 270 × 35. C-1-3. I-S-H2-10 (Laird). Laid down as *Erie* (Canadian S.N. Co.) (*q.v.*); acquired by Vapores Correos Españoles Trasatlanticos. 1856 (23/2) F/V Havre-New York. 1858 became *Behar* (P. & O.).

2. 1856 *Alma*

2,010. 279 × 36. C-1-2. I-S-I(2)-10 (Laird). 1856 (2/4) M/V Havre-New York. 1858 became *China* (P. & O.).

(1) *Journal des Débats*, 5/2/56.

(2) *The Times*, 12/6/56.



3. 1856 *Lyonnais*  
1,605—details as (1). 1856 (5/4) M/V Havre–Rio de Janeiro. 1856 (Oct.?) F/V Havre–New York. 1856 (2/11) collision with American barque *Adriatic* (120).
4. (1856) *Vigo*  
1,610—details as (1). Laid down as *Huron* (Canadian S.N. Co.) (*q.v.*); acquired by Vapores Correos Españoles Trasatlanticos. (See text for note about intention to change her name to *Sebastopol*.) 1856 (22/7) F/V Havre–New York. 1858 became *Vigo* (Inman) (*q.v.*). 1861 sold to U.S. Govt.

## NOTES:—

- (a) All ships carried approximately I–150; III–700.
- (b) *Cadix* of the South American service had been laid down as *Ontario* (Canadian S.N. Co.) and became *Ellora* (P. & O.); *Franc-Comtois* became *Orissa* (P. & O.); *Jacquart* became *Great Victoria* (Black Ball).
- (c) The spelling of the names of all eight ships has been carefully checked with the details given in the Company's advertisements in two different French newspapers.

FUNNEL: Black.

## Chapter 45

1856

s.s. *BRENDA*

(BRITISH)

AT the conclusion of the Crimean War several attempts were made to establish new steamship services across the North Atlantic.

It was announced in February 1856<sup>1</sup> that the 800 ton iron screw *Brenda* would sail from London to New York via Cork on March 1st, followed by a sister ship, the *Minna*, on April 1st, and that first, second and third class passengers would be carried. Application was invited to the St. Petersburg Steam Ship Offices in Mark Lane, London.

The sailing of the *Brenda* was postponed to March 15th 1856, and it would appear that she made only this one voyage, which was the first by screw steamer from London to New York. The *Minna*'s sailing was cancelled. The only further information available about either ship is that in 1863 the *Minna* took part in a short-lived service between Liverpool and Nassau (New Providence).<sup>2</sup>

(1) *The Times*, 12/2/56.

(2) *Liverpool Mercury*, 1/1/63.

## Chapter 46

1856

HAMBURG AMERIKANISCHE PAKETFAHRT AKTIEN  
GESELLSCHAFT

("HAPAG")

(HAMBURG AMERICAN LINE)

(GERMAN)

THE HAMBURG AMERIKANISCHE PAKETFAHRT AKTIEN GESELLSCHAFT was founded on May 27th 1847 with a capital of some £25,000 for the purpose of running a fleet of sailing ships between Hamburg and New York. It is best-known in Germany as "Hapag", the initial letters of the words forming its title, and throughout the English-speaking world as the Hamburg American Line. The service was inaugurated in 1848 by the 700 ton *Deutschland*. The *Nordamerika* and *Rhein* followed, and at a later date the *Elbe*, *Oder* and *Donau*. These ships carried 20 first class passengers, 200 steerage and a small quantity of cargo, the average length of their passages being about 40 days westbound and 29 days eastbound.

At a general meeting of the Company held in February 1853 it was suggested that there should be a gradual changeover from sail to steam. The proposal was turned down, but at a special meeting in the following December the chairman, Herr Godeffroy, who had previously been against the idea of a change, spoke strongly in favour of the steamship, and his views won the day. As a result, the Company's capital was increased to two million marks (£100,000) and orders were placed with Caird & Co. of Greenock for two iron screw steamers of 2,000 tons. They were christened *Borussia* and *Hammonia*, the latinised names for Prussia and Hamburg.

For various reasons completion of the two steamers was delayed for several months beyond the contract dates. In the meanwhile the Company had received favourable offers to charter them to the British and French Governments respectively for repatriating troops from the Crimean War, and were not slow to take advantage of the opportunity as, apart from financial considerations, the crews would thereby gain some much-needed experience in handling the ships. In consequence, the inauguration of the Company's North Atlantic steamship service was postponed until June 1st 1856, when the *Borussia* left Hamburg for New York, where she arrived on June 15th. The *Hammonia* followed on July 1st. For over a year they proceeded direct from Hamburg to New York, but in December 1857 the *Borussia* inaugurated an intermediate call at Southampton, which became a regular feature of the service, outwards and homewards, for about ten years.

From the first the steamship service was a great success and, following an increase in the share capital to three million marks, orders



were placed for two larger ships, the *Austria* and *Saxonia*. They were a considerable improvement on their predecessors as the upper deck was extended throughout the length and breadth of the hull, the then-customary high bulwarks being dispensed with.

The *Austria* was an unlucky ship. Upon completion during the summer of 1857 she had been chartered by the British Government to carry troops to the Indian Mutiny, but, after putting back twice owing to mishaps to her machinery, the charter was cancelled and the troops transferred to another steamer. On her third North Atlantic voyage, in September 1858, she was the victim of one of the worst disasters ever to befall an Atlantic liner. Towards the end of the voyage it was decided to fumigate the emigrant quarters. The method adopted was to dip the end of a red-hot chain into a bucket of tar, but on this occasion the chain became too hot for the boatswain to hold so he was compelled to drop it on to the wooden deck, which was set alight. In the confusion that followed, the bucket was upset, a serious fire broke out, the flames were fanned by a strong wind and in a few minutes the ship was ablaze from stem to stern. A trifling incident thus became a major disaster in which no less than 471 of the 538 passengers and crew perished.

Two steamers similar to the *Borussia* and *Hammonia* had been placed in service in 1856-57 by the Hamburg Brasilienische Company between Hamburg, Southampton and Brazil as the *Teutonia* and *Petropolis*.<sup>1</sup> This Company soon went into liquidation. The "Hapag" sailing on November 1st 1858 from Hamburg, originally scheduled for the *Austria*, was taken by the *Bavaria*, and it seems clear that she was the *Petropolis* under a new name. Her addition to the fleet enabled the fortnightly service, started in March 1858, to continue on the 1st and 15th of each month from Hamburg (three days later from Southampton). The *Teutonia*, whose name already fitted in with the "Hapag" system of nomenclature, joined the service in July 1859, thereby giving the Company a reserve steamer. At about the same time the firm of Smith, Sundius & Co. became the Southampton agents—a post that they held for upwards of 60 years. A year later the last of the Company's sailing packets was sold.

The outbreak of the American Civil War in 1861 was responsible for the withdrawal of the services operated by the American-owned lines between New York, Southampton, Havre and Bremen. In consequence, the Federal Government in Washington awarded the Hamburg American Line a contract to carry the mails once a fortnight to Europe, similar arrangements being made with the Norddeutscher Lloyd, whose steamship service between Bremen and New York had been running since 1858. Hitherto there had been little or no co-ordination between the two rival German lines, but at this stage a measure of agreement was reached as regards both sailing dates and fares. The "Hapag" sailings subsequently took place every alternate Saturday from Hamburg and on alternate Wednesdays

(<sup>1</sup>) *The Times*, 17/9/56.

from Southampton. Both companies adopted the descriptions "first class, upper saloon" and "first class, lower saloon" instead of the more customary first and second class.

The final unit of the first batch of steamers was the *Germania*, which was commissioned in 1863. Although built, like all the others, by Caird of Greenock, she was the first of the fleet to have the interior decorations carried out in Germany. She had a clipper bow, a single funnel and three masts. Very different in appearance was the 2,700 ton *Allemannia*, which was completed in 1865 with a straight stem and only two masts.

The *Hammonia* had been sold in 1864 so the "Hapag" fleet now consisted of six ships. Commencing in April 1866 a steamer left Hamburg every week, a call being made at Southampton on alternate weeks.

The 3,000 ton *Hammonia* (II) and *Cimbria* were completed in 1867, the *Holsatia* and *Westphalia* in 1868, the *Silesia* in 1869 and the *Thuringia* in 1870. This accession of new tonnage made it possible from October 1867 onwards to run a subsidiary monthly service from Hamburg via Southampton or Havre to New Orleans during the months of October to March inclusive. The ships employed were the *Borussia*, *Bavaria* and *Teutonia*.

During 1868 the British Postmaster-General made a number of alterations in the North American mail arrangements. The Hamburg American Line and the Norddeutscher Lloyd both received short-term contracts, their remuneration being 1/- an ounce for letters, 5*d.* a pound for books and 3*d.* a pound for newspapers. The normal arrangement was for a steamer of each line to leave Southampton for New York each week. The Hamburg American Line decided not to apply for a renewal of the contract in 1869 with a result that the Southampton call was abandoned. Subsequently the steamers called at Havre westbound and at Plymouth and Cherbourg eastbound, but this did not mean that "Hapag" was no longer interested in the passenger traffic from England to New York. Contemporary advertisements stated that the fares included conveyance to Havre "by the boat leaving Southampton thrice every week and London every Thursday". It is doubtful, however, whether many passengers took advantage of this arrangement as the Norddeutscher Lloyd were still offering direct sailings from Southampton to New York.

The Franco-Prussian War of 1870 brought about a complete stoppage of "Hapag" sailings for a period of several months, but the Company made great strides during the ensuing post-war boom. The 2,800 ton *Vandalia* and *Germania* (II) were built for the New Orleans service, thereby enabling the *Borussia*, *Bavaria*, *Teutonia* and *Saxonia* to be transferred to a new service, which started in 1871 from Hamburg via Grimsby and Havre to the West Indies. All four had previously been fitted with compound engines. In addition the 3,000 ton *Frisia*, *Pommerania* and *Suevia* were completed for the New York service during the years 1872-74. The



*Franconia* and *Rhenania* were built for the West Indies trade. All these newcomers had compound engines.

Many, new North Atlantic lines sprang up during the boom years of 1871-73. One of the most ambitious was the Adler Line, which in 1873 started a service from Hamburg to New York in direct competition with "Hapag", and by the following year had seven new steamers in commission, each about 15 feet longer than the largest "Hapag" steamer. A severe depression set in before the fleet was complete, and to make matters worse one of the ships was wrecked on the Scilly Isles in May 1875 with very heavy loss of life. The line was obviously doomed. The ideal arrangement seemed to be for "Hapag" to buy the fleet and goodwill, but they themselves had been badly hit by the depression and by the Adler Line competition. They were really in no condition to incur new liabilities, but it was argued that if they did not make the purchase some rival probably would. In the end it was decided to take the plunge. The purchase price of 11,400,000 marks was raised by means of new shares and debentures. The six ships acquired were the *Goethe*, *Lessing*, *Herder*, *Klopstock*, *Wieland* and *Gellert*, each of 3,500 tons.

The Company started a new service to South America, but the *Goethe* and *Germania* (II) were both wrecked and sailings were soon withdrawn. It was necessary to dispose of many redundant ships. Of these, the *Saxonia*, *Hammonia* (II), *Holsatia* and *Thuringia* were sold to the Russian Volunteer Fleet; the *Borussia*, *Bavaria* and *Teutonia* to the Dominion Line; the *Klopstock*, *Franconia* and *Rhenania* to the Compagnie Générale Transatlantique. In addition, the Company lost the services of the *Pommerania*, which was sunk in collision in 1878.

The purchase of the Adler fleet almost bankrupted "Hapag", but after several very difficult years they turned the corner. Between 1879 and 1881 no fewer than nine small steamers were built for the West Indies service, some in Germany. They were ships of about 1,800 tons, and most of them bore names held by the early steamers of the Line.

Up to this point "Hapag" and the N.D.L. had progressed on roughly similar lines. In 1881, however, the Lloyd despatched its first "express" steamer—a single-screw ship of about 4,500 tons—to New York, and during the next few years added many larger and faster ships, which met with instant success. Partly owing to navigational difficulties in the River Elbe, and partly for financial reasons, "Hapag" were unable to keep pace with this progress, but they did place some new North Atlantic ships in commission during the early 1880's, including the 3,500 ton *Bohemia*, *Moravia*, *Rugia* and *Rhaetia*. The last two were of special significance as they were built by Vulkan of Stettin and Reiherstieg of Hamburg respectively, and were the first large ships to be built for the Company in German shipyards. In addition, the *Rhaetia* was the first unit of the fleet to be built of steel. More important than any of these was the 3,950 ton

*Hammonia* (III), which was placed in service in 1883. In length she was no more than the equal of the ex-Adler ships, but she had a greater beam and was much faster, being fitted with 3 cylinder compound engines giving a speed of about 16 knots. She differed from all her predecessors by having two funnels and three masts. To offset this new construction, the *Herder* was wrecked in 1882, the *Cimbria* sunk in collision in 1883 with heavy loss of life, and the *Allemannia* sold.

During the summer of 1884 the Company's principal service from Hamburg to New York via Havre was undertaken by the *Hammonia*, *Rhaetia*, *Gellert*, *Lessing* and *Westphalia*, while a subsidiary service was undertaken by the *Bohemia*, *Moravia*, *Suevia* and *Wieland*. The remaining units of the "Hapag" fleet, 12 in number and including the *Frisia*, *Silesia* and *Vandalia*, sailed to the West Indies and Central America or the Gulf of Mexico.

Competition of a new and unexpected kind had started in 1881 with the inauguration of an emigrant service from Hamburg to New York by Edward Carr. Further embarrassment was caused in 1885 when the Carr Line introduced a policy of rate-cutting. It soon became known that Edward Carr would consider an offer of purchase by "Hapag"—a step that they were hesitant to take in view of the many difficulties arising from the purchase of the Adler Line. Eventually, in March 1886, "Hapag" decided to go ahead with negotiations, only to find that they were too late as it was announced immediately afterwards that the Carr Line had amalgamated with Rob. M. Sloman's Line to become the Carr-Union Line. The management of the Carr Line had virtually passed to a young Hamburg Jew, Albert Ballin, who played an equally prominent part in the affairs of the new concern. Soon afterwards, in May 1886, arrangements were made for Ballin to join "Hapag" as manager of their passenger department. His duties included the handling of the Carr-Union passenger traffic. The Carr Line steamers *California*, *Polaria*, *Polynesia* and *Australia* were incorporated into the "Hapag" fleet. In course of time Albert Ballin became one of the greatest personalities the shipping world has ever known.

Until 1886 the British North Atlantic lines handled the greater part of the passenger traffic from the Scandinavian countries to North America by means of connecting services across the North Sea. Ballin was determined to secure a full share of this traffic for "Hapag", and at a board meeting held in May 1886 proposed that a new service should be inaugurated from Stettin to New York via Gothenburg and Christiansand. It was not his intention for this service to function on a permanent footing, but rather that it should serve as a basis for negotiation with the British lines. The board gave him full authority to proceed, and as a first step two small 2,400 ton steamers were purchased and renamed *Slavonia* and *Gothia*. The new service was known as the "Scandia Line". Events soon proved Ballin to be right as negotiations took place between the interested parties and a preliminary basis of agreement was reached. The outcome was that the



British lines increased their fares and, in return, the Scandia Line service was withdrawn.

During the summer of 1887 Albert Ballin visited New York, ostensibly for the purpose of opening an office there under the Company's management but, in fact, to pave the way for the establishment of a new service of "express" steamers between Hamburg and New York. The plans for the service were placed before a general meeting in October 1887, when it was decided on Ballin's recommendation to increase the Company's capital by five million marks and to raise a further ten million by debentures. A year later, at the age of 31, Ballin was appointed to the board of directors.

Orders were placed for two twin-screw steamers of over 7,000 tons, one with Laird of Birkenhead and the other with Vulkan of Stettin. The first to be completed was the Stettin-built *Augusta Victoria*, which was by far the largest product of a German yard and completely belied the doubts that had existed in many minds as to the advisability of entrusting such an important contract to a German firm. She had a distinctive appearance with three buff funnels instead of the customary black. Henceforth buff became the standard colour for the mail steamers. On her maiden voyage in May 1889 she reintroduced a call at Southampton after a lapse of 20 years. She steamed from Southampton to New York in 7 days 2½ hours—then a record for a maiden voyage.

The British-built *Columbia* attained a mean speed of 20.78 knots on her trials. The final pair, the 8,200 ton *Normannia* by Fairfield of Glasgow and the 8,400 ton *Fürst Bismarck* by Vulkan of Stettin, appeared in 1890 and were about 40 feet longer than their two predecessors. The German-built ship, in particular, excited much interest in her home port, where there was great rejoicing when it became known that she had set up an all-time record for the Southampton–New York route on her maiden voyage by completing the 3,086 miles run in 6 days 14 hours 7 minutes at an average speed of 19.52 knots.

One problem confronting the Company was how best to utilise the "express" steamers during the winter months, when profitable employment could hardly be found for them on the North Atlantic. During the winter of 1891-92 Ballin tried the experiment of running a cruise from Hamburg to the Mediterranean. Contrary to many people's expectations, it turned out a great success. During the following winter he ran a service from New York to Naples and Genoa in addition to a number of cruises, and in 1893 "Hapag" and the N.D.L. started a joint New York–Mediterranean service, which subsequently functioned all the year round.

The introduction of the "express" steamers detracted much of the attention that would otherwise have been paid to four sizeable ships completed for "Hapag" in 1889-90—the 3,500 ton *Italia* and the 4,000 ton *Russia*, *Scandia* and *Dania*. The *Lessing*, *Westphalia*, *Silesia*, *Frisia* and *Hammonia* (III) were all sold about this time.

From 1890 onwards an "express" steamer left Hamburg for New York via Southampton every Saturday during the season, a direct mail steamer left every Sunday and a Carr-Union emigrant steamer every Wednesday.

The Company broke new ground in 1889 by the introduction of a passenger and cargo service between Hamburg and Baltimore. Three years later, in 1892, they arranged a joint service to New Orleans with the Hansa Line, and bought out the Hansa services from Hamburg to Boston and to Montreal, together with the nine steamers that had been operating them. This purchase brought the number of steamers owned by "Hapag" up to a total of 54; the combined tonnage was 165,000.

The year 1892 promised to be one of the best for a long time, and "Hapag" was in the happy position of owning a fine fleet of ships capable of taking full advantage of any trade improvement. Unfortunately, however, a cholera epidemic broke out in Hamburg during the late summer of the year when business was at its height. As a result one of the Company's steamers arrived at New York with a number of cholera victims and, like many other ships, was held in quarantine for some weeks. Everything possible was done to stamp out the scourge and during the next few months the "express" steamers made Southampton their European terminal, first and second class passengers only being carried. When Hamburg was at length able to report a clean bill of health the Company had suffered enormous losses from which it took a year or two to recover. In the meanwhile, they looked around for new trade outlets. In 1893 the Scandia Line service from Stettin and Gothenburg to New York was revived. Two years later the "express" steamers made an intermediate call at Cherbourg as well as Southampton in each direction to cater for the growing American visitor traffic to France and to compete with the steamers of the French Line.

The next important additions to the "Hapag" fleet were a series of twin-screw steamers of the intermediate type, providing accommodation for a few first class passengers, a large number of steerage, and large quantities of cargo. The 5,900 ton *Persia* and *Prussia* were completed at Belfast in 1894, followed by the 7,100 ton German-built *Patria*, *Phönicia* and *Palatia*. The 12,250 ton *Pennsylvania* and *Pretoria* appeared in 1897, and it is interesting to note that each could carry as much cargo in one voyage as the entire sailing ship fleet of the early 1850's could carry in a whole year. The *Pennsylvania* class was completed in 1898-99 by the *Graf Waldersee* and *Patricia*. From the autumn of 1899 onwards the intermediate steamers called at Plymouth westbound as well as eastbound.

Unlike many other prominent lines, "Hapag" had shown little or no interest in the once-popular method of bringing ships up-to-date by lengthening. In 1897, however, the *Augusta Victoria* was taken in hand by Harland & Wolff and lengthened by 60 feet. By a surprising error the Kaiserin's name "Auguste" had been spelt



"Augusta". The opportunity was taken, therefore, to rename her *Auguste Victoria*.

At the outbreak of the Spanish-American War in 1898 Spain seriously lacked armed cruisers. Through the medium of a British firm the *Columbia* and *Normannia* were sold to Spain, but the war ended before they were ready to take up their new duties as the cruisers *Rapido* and *Patriota*. The *Columbia* was accordingly resold to the Company on advantageous terms, while the *Normannia* was purchased by the C.G.T. In the meanwhile, the *Persia* and *Prussia* had been sold to the Atlantic Transport and Dominion Lines respectively, and the former was in turn purchased by the U.S. Government soon after the war started. Thus, units of the Company's fleet came into the hands of both belligerents.

The year 1898 saw the introduction of "Hapag" services from Hamburg to Philadelphia and to the Far East, but the latter was of short duration as it was taken over by the N.D.L. in 1904. In 1899 came a service from Hamburg to North Brazil and the River Amazon, and in 1900 a passenger service to Mexico and a joint service to South America in conjunction with the old-established Hamburg South American Line. Finally, in 1901, "Hapag" purchased the British-owned Atlas Line, which for about 30 years had been running services from New York to the West Indies and Central America. To provide for these new activities about 50 steamers were built during the years 1894-1900 inclusive. In addition to those already mentioned, the 5,500 ton single-screw *Adria*, *Andalusia*, *Arabia*, *Arcadia* and *Armenia*, etc., the 7,500 ton single-screw *Belgia*, *Bengalia*, *Bethania* and *Bosnia*, and the 10,000 ton *Brasilia* and *Belgravia* were all detailed to the North Atlantic. The second group carried cargo only, but the others carried a limited number of first class and a large number of steerage passengers. The 10,000 ton *Bulgaria*, *Batavia* and *Hamburg* had extensive first and second class accommodation. Many other "Hapag" ships ran on the North Atlantic from time to time but they are too numerous to mention individually. The tremendous growth of the Company's fleet will be apparent by stating that in 1900 it consisted of 95 ocean-going steamers of over 500,000 tons gross. From modest beginnings had grown the largest ship-owning company in the world.

The year 1899 was particularly unfortunate for the Company as regards mishaps to its ships. The *Patria* was destroyed by fire in the English Channel, the *Alesia* and *Bulgaria* nearly foundered in the North Atlantic and the *Pretoria* had to put in at Plymouth with a damaged rudder.

Owing to the sale of the *Normannia* the Company was short of "express" steamers. In October 1899, therefore, the *Kaiser Friedrich* of 12,500 tons was chartered for a year. She had been completed in 1898 as a consort to the record-breaking N.D.L. *Kaiser Wilhelm der Grosse*, but her speed had proved so disappointing that the N.D.L., as they were entitled to do, returned her to the builders after a few voyages.

Albert Ballin had taken a great interest in the *Kaiser Wilhelm der Grosse* and had travelled on her to New York to get a first-hand impression of her capabilities. The outcome was that he placed an order with her builders, Vulkan of Stettin, for the 16,600 ton *Deutschland*, which left Hamburg on July 5th 1900 on her maiden voyage to New York and at that time was, with only one exception, the largest liner in the world. Like the "*K.W.D.G.*" she had four funnels arranged in two pairs. On her maiden voyage she steamed from Eddystone to Sandy Hook in the record time of 5 days 15 hours 46 minutes at an average speed of 22.42 knots, and on her return set up a new eastbound record of 22.46 knots. Subsequently, she improved on both trips by a substantial margin, her best westbound passage being made at 23.06 knots and eastbound at 23.51. She had accomplished what Albert Ballin expected of her, but as a long-term investment was a doubtful success as she suffered from excessive vibration and had a number of machinery breakdowns—due mainly to the way she was "driven" in fair weather or foul. In consequence the Company made no further attempt to gain the "Blue Riband".

An addition to the fleet of an entirely different kind was made in 1900 in the form of the 4,400 ton twin-screw cruising yacht *Prinzessin Victoria Luise*. So successful was she that when wrecked in the West Indies in 1906 she was replaced at once by the old Union-Castle liner *Scot*, which was renamed *Oceana*. Like her predecessor she made a few North Atlantic voyages from time to time. It was soon discovered that her coal consumption was excessive, and in 1910 she was replaced by the *Victoria Luise*, which was really the record-breaking *Deutschland* under a new name. She had become a one-class ship, her 12 cylinder quadruple expansion engines were converted to 8 cylinder and her speed was reduced to 18 knots.

Albert Ballin played a prominent part in the lengthy negotiations which resulted in the formation of the International Mercantile Marine Company in 1902. It seemed probable at one time that "Hapag" would be drawn into the combine by an exchange of shares, but this did not eventuate and the actual basis of settlement was that the I.M.M. Company guaranteed a "Hapag" dividend of six per cent in return for a share of any dividend exceeding that figure. From "Hapag's" point of view this was far from being the advantageous arrangement it appeared to be as during the years 1903-11 inclusive they paid an average dividend of 7.2 per cent, which meant that a total sum of more than 1½ million marks was paid over to the I.M.M.

In 1902 a new mail service was started from Hamburg to New York via Boulogne and Southampton by the 12,300 ton twin-screw steamers *Moltke* and *Blücher*. Two years later the Company's British port of call for all ships was changed to Dover. The new arrangement was not a success and in August 1906 Southampton again became the port of call of the "express" steamers. The intermediate service reverted to Plymouth.



The Russo-Japanese War of 1904 enabled the Company to dispose of the *Auguste Victoria*, *Fürst Bismarck* and *Columbia* to Russia, in addition to the *Phönicia*, *Palatia* and a number of lesser units. This, like several previous sales, came at an opportune moment as the three "express" steamers were long past their prime. From the proceeds and the huge profits made by the Company in establishing coaling stations for the Russian fleet during its transfer to the Far East the Company was able to place orders for two ships of over 20,000 tons. In the meanwhile the *Deutschland*, *Blücher* and *Moltke* carried on the "express" service as best they could.

The first of the newcomers was the 21,300 ton *Amerika*, which appeared in October 1905. She was a product of Harland & Wolff, and in accordance with their current practice had two funnels and four masts. The fact that she was similar in many respects to the White Star "Big Four" was responsible for rumours that she had been laid down as the White Star *Adriatic*. In any event, she was the outcome of a new policy determined by the experience gained from the *Deutschland*—that is to say, a large, comfortable ship of moderate speed. Her passenger accommodation was far ahead in luxury of any preceding ship, including as it did, such refinements as suites with private bathroom, electric lifts, winter garden, electric medicinal baths and a Ritz-Carlton restaurant, where passengers who had booked "without meals" could feed *à la carte*. The 24,600 ton *Kaiserin Auguste Victoria*, built by Vulkan of Stettin, was approximately similar and had a speed of 17 knots. Soon afterwards an order was placed for a ship of 30,000 tons, but this was subsequently cancelled.

The advent of the *Amerika* and "*K.A.V.*" allowed the *Moltke* to be withdrawn from the "express" service and join the *Hamburg* on the Genoa-Naples-New York route. The "mail service" from Hamburg, Boulogne and Plymouth to New York was undertaken at this time by the *Pennsylvania*, *Pretoria*, *Patricia* and *Graf Waldersee*. The *Batavia* and other ships proceeded as required from Hamburg to New York direct.

The mail service was augmented in 1907 by the 18,000 ton *President Lincoln* and *President Grant*, which were conspicuous by their single funnels and six masts. They had been laid down in 1903 by Harland & Wolff for the Wilson's & Furness-Leyland Line, who subsequently cancelled the orders. The 16,500 ton *Cleveland* and *Cincinnati* were commissioned in 1909 for the "express" service, thereby enabling the *Deutschland* to be withdrawn for conversion into a cruising liner. An interesting innovation on these new ships was the provision of small tables in the dining saloon.

For a time the *Blücher* joined the two "*President*" steamers on the mail service, the opportunity being taken to substitute Southampton for Plymouth as the British port of call on the westbound voyage. The ships of the *Pennsylvania* class began to run from Hamburg to New York direct. Two, the *Pennsylvania* and *Graf Waldersee*, discontinued carrying first class, the accommodation previously

devoted thereto being given over to second. In effect, therefore, they became "cabin" steamers, although this term had not yet come into use.

The Company had, in greater or lesser degree, been interested in the Canadian trade since the purchase of the Hansa Line service in 1892. For the most part the service had been undertaken by small ships, but in 1909 arrangements were made to run a summer service to Quebec jointly with the N.D.L. It was inaugurated by the "Hapag" 6,000 ton twin-screw *Prinz Oskar*, which had been built in 1902 and until 1906 ran in the New York-Mediterranean trade. A sister ship, the *Prinz Adalbert*, was also detailed to the service, but it was found that they were too large for the prevailing business. In the following year some less pretentious steamers were substituted, thereby enabling the *Prinz Oskar* and *Prinz Adalbert* to enter the Hamburg-Philadelphia trade. The *Graf Waldersee* joined them in 1912.

Albert Ballin was greatly impressed by the potentialities of the 46,000 ton White Star *Olympic*, which started her career in 1911. The outcome was that he placed an order with Vulkan of Hamburg for the 52,000 ton *Imperator*, which was launched on May 23rd 1912. Her propelling machinery consisted of direct-acting steam turbines coupled to quadruple screws and as such she was the first large German-built turbine liner, although there were then many examples in the British mercantile marine. The aftermost of her three funnels was a dummy. The intakes of the other two were divided and carried down the sides of the superstructure, thereby allowing an unrestricted vista through the first class public rooms. The first class accommodation was on a hitherto unheard of scale of luxury, and included many palatial suites with private sitting room and bathroom. Marble wash-basins with hot and cold running water were fitted throughout the first class cabins. A much-criticised embellishment was a large German eagle on the bows, but this was soon damaged by heavy seas and removed. The *Imperator* stranded on a sandbank in the River Elbe when being handed over by her builders. Further trouble was caused by an explosion on board. In consequence her maiden voyage, fixed for May 24th 1913, had to be postponed for a few days, but once she got over her "teething" troubles she was a great success. On her best voyages she averaged about 22 knots.

The 54,300 ton *Vaterland* was delivered by Blohm & Voss of Hamburg in 1914 and reached New York on her fourth westbound voyage just before the outbreak of World War I. The third of the series, the 56,500 ton *Bismarck*, was still under construction and was not completed until after the Armistice. She never saw service under the "Hapag" flag.

With the completion of the *Vaterland* the Company's principal North Atlantic services were undertaken as follows:—Hamburg-Southampton-Cherbourg-New York "express" service: *Vaterland*, *Imperator*, *Kaiserin Auguste Victoria*; Hamburg-Boulogne-Southampton-New York mail service: *President Lincoln*, *President*



*Grant*; Hamburg–New York direct: *Graf Waldersee*, *Pennsylvania*, *Pretoria*, *Batavia*; Hamburg–Boulogne–Southampton–Boston: *Amerika*, *Cleveland*, *Cincinnati*; Hamburg–Philadelphia direct: *Prinz Adalbert*, *Prinz Oskar*, *Rugia*, *Rhaetia*; Hamburg–Baltimore: *Bulgaria*, *Bosnia*, *Armenia*, *Arcadia*; Genoa–Naples–New York: *Moltke*, *Hamburg*. In addition, a joint service to Quebec was run with the N.D.L. and Red Star, the “Hapag” sailings being taken by the 4,600 ton *Pallanza*. The Boston service had been started in 1913 by the *Cleveland* and *Cincinnati*. It was augmented in 1914 by the *Amerika*, which had been superseded in the “express” service by the *Vaterland*.

Some idea of the vast network of services operated by “Hapag” will be gained by mentioning that in 1914 the fleet consisted of 442 ships of 1,417,710 tons gross. Of these, 201 were ocean-going steamers. A total of 74 distinct services was operated to all parts of the world, the ships calling regularly at more than 350 different ports.

When war broke out the *Imperator*, *Kaiserin Auguste Victoria*, *Cleveland*, *Victoria Luise*, *Graf Waldersee*, *Batavia*, *Bulgaria* and *Patricia* were safely in port at Hamburg. The *Pretoria* was on the high seas but managed to reach home. All these ships remained in Hamburg for the duration of the war, although the *Pretoria* and *Patricia* were fitted out as transports. The *Victoria Luise* was commissioned by the German Navy in the belief that she had a speed of 22 knots. When it was discovered that her actual speed was only 18 knots she was immediately paid off. The *Vaterland*, *President Grant*, *President Lincoln*, *Pennsylvania* and *Hamburg* were in New York, and the *Amerika* and *Cincinnati* in Boston. They were laid up until the United States entered the war, when they were seized and converted into transports. During the closing stages of the war the *President Lincoln* and *Cincinnati* were the victims of German submarines. The *Moltke* was interned at Genoa and taken over by Italy when she entered the war. Her sister ship, the *Blücher*, had been transferred to the South American trade in 1911 and was taken over by Brazil.

After the Armistice in November 1918 all the principal “Hapag” ships with one exception were seized by the Allies. The Company’s mammoth fleet was, therefore, reduced to a mere skeleton and it would not have been surprising if the Company had ceased to function altogether. Worse still, arrangements were made for work on the giant *Bismarck* and several other ships to continue under allied supervision preparatory to them being taken over as soon as completed. A tragedy of a different kind befell the Company after the Armistice in the death of Albert Ballin, whose untiring energy and zeal over a period of about 30 years had raised “Hapag” to the proud position of the world’s largest steamship company. For many years before the war he had been fully aware of the fate that might befall his Company in the event of a world conflict, and had unsparingly used his great influence in Germany and elsewhere to try to prevent it. It is no exaggeration

to say that the one failure of his life was his inability to do so. He died a broken man.

It was announced in July 1920 that "Hapag" had come to a 20 years' agreement with the American Ship & Commerce Corporation of New York—shortly afterwards known as the United American Lines—for re-establishing the various "Hapag" pre-war services on a joint fifty-fifty basis. The United American Lines' *Mount Clay* opened the service in February 1921, followed by their *Mount Carroll* and *Mount Clinton* in April/May.

The 8,900 ton single-screw *Bayern*, completed by Bremer Vulkan of Vegesack for "Hapag" with accommodation for 12 cabin and 750 third class passengers, sailed from Hamburg for New York direct in September 1921 and had the distinction of being the first North Atlantic passenger steamer to sail under the German flag since the war. A similar ship, the *Württemberg*, started her maiden voyage in February 1922 and the 16,000 ton twin-screw *Hansa* in March. The latter was, in fact, the Company's pre-war cruising liner *Victoria Luise* (formerly the record-breaker *Deutschland*) under a new name. She had been in such poor shape at the conclusion of hostilities that the Armistice Commission did not consider her worth taking over. Nevertheless, she was reconditioned to carry 220 cabin and 664 third class passengers. Two of her funnels were removed. It had been announced in February 1922 that "Hapag" and the N.D.L. had been readmitted to the North Atlantic Passenger Conference.

The next additions to the joint service were the 20,000 ton United American Lines' *Resolute* and *Reliance*, which made their first voyages from Hamburg and Southampton to New York in April/May 1922. They had been under construction at the outbreak of war for the "Hapag" South American service and upon completion after the Armistice they ran for a time for the Royal Holland Lloyd. The final unit of the U.A.L. fleet was the 17,000 ton *Cleveland*—formerly the "Hapag" liner of the same name. She joined the service in 1923.

Another "Hapag" development in 1922 was the reopening of a passenger and cargo service from Hamburg and Plymouth to Cuba and Mexico. Several new steamers were in an advanced stage of construction for the New York route.

The first passenger ship proper of the "Hapag" post-war fleet was the 11,300 ton single-screw *Thuringia*, which had accommodation for 150 cabin and 600 third class passengers. Her addition to the Hamburg-New York direct service enabled the *Württemberg* to be transferred to the South American trade and when a sister ship, the *Westphalia*, appeared in the summer of 1923 the *Bayern* also was transferred. In the meanwhile, however, a greatly superior ship, the 20,800 ton twin-screw *Albert Ballin*, had sailed from Hamburg on her maiden voyage to New York via Southampton. She was propelled by single reduction geared turbines capable of a maintained speed of 15½ knots, and had comfortable accommodation for first, second and



third class passengers. The choice of the name *Albert Ballin* was a well-merited tribute to the man who had done so much for "Hapag". It is almost incredible that the Nazi régime should, 12 years later, have considered his great services to the Company, and indeed to Germany, outweighed by the fact that he was a Jew. Nevertheless, it was for this reason that the ship was renamed *Hansa* in 1935.

The *Albert Ballin's* sister ship, *Deutschland*, was completed in March 1924, and enabled the old *Hansa* (ex-*Victoria Luise*, ex-*Deutschland*) to be withdrawn. The United American Lines' *Mount Carroll* and *Mount Clinton* had already made their last North Atlantic voyages, and the *Mount Clay* did not remain in the fleet much longer.

These new ships enabled the Company to consolidate their position on the North Atlantic, and progress on other routes was proportionately just as satisfactory. At first, the *Albert Ballin* and *Deutschland* called only at Southampton *en route* from Hamburg to New York, but in the autumn of 1924 Cherbourg was added to the itinerary. It appeared probable, at the beginning of 1925, that Dover would be substituted for Southampton as the British port of call as had been the case early in the century. The reason was a threatened increase in dues for ships landing or embarking passengers by tender in Cowes roads, but the difficulty was satisfactorily resolved and the Southampton call continued without interruption. Instead, Dover became a port of call for an augmented service to the West Indies and Central America.

Discussions started in Hamburg during the spring of 1926 between Mr. Averill Harriman, chairman of the United American Lines, and the board of the Hamburg American Line as to the future of the joint service. They culminated in July of the same year with the announcement that "Hapag" were to take over the U.A.L. passenger steamers *Reliance*, *Resolute* and *Cleveland* in return for share capital to the value of ten million marks. In the short space of six years "Hapag" had regained a prominent position amongst the world's steamship lines.

A third unit of the *Albert Ballin* class, the 21,100 ton *Hamburg*, was placed in service just prior to the events described in the preceding paragraph and was joined by the *New York* early in 1927. Both ships closely resembled their two predecessors except that they had two masts instead of four.

It was in 1927 that a further change took place in the colour-scheme of the Company's funnels. Between 1889 and 1914 the "express" and mail steamers had had buff funnels; all other steamers had black, but after the war buff had been the colour chosen for the entire fleet. It was now decided to make the funnels distinctive by adding narrow black, white and red bands at the top.

The "Hapag" post-war North Atlantic building programme was completed in 1928-29 by the motor ships *St. Louis* and *Milwaukee* of 16,700 tons. For some time past the *Thuringia* and *Westphalia* had been engaged in a subsidiary service from Hamburg to New York

via Cobh. The advent of the new motor ships was responsible for their transfer to the South American service under the names *General San Martin* and *General Artigas*.

The *Albert Ballin* class had one serious defect in that their speed was only about 15½ knots. In 1929-30 the ships were despatched in turn for new turbines and new high pressure boilers to be fitted. The result was an increase in speed to 19 knots, which enabled them to make the passage from Southampton and Cherbourg to New York in seven days. The Company was still not quite satisfied, however, and in 1933-34 all four were lengthened from 602 to 646 feet and fitted with raked stems, which gave them a remarkably free entry forward and further increased their speed to 20 knots.

The Norddeutscher Lloyd's progress since the war had been even more spectacular than "Hapag's". The slump of 1930 was responsible for bringing to an end the harmful rivalry that had long existed between the two companies by the formation of the "Hapag-Lloyd Union", under which all services were jointly operated and all costs, profits and losses pooled. The companies maintained their separate identities and there was, in fact, but little outward change.

The early 1930's were extremely difficult times for all the North Atlantic lines, most of which found it opportune to dispose of their surplus tonnage. The "Hapag" *Cleveland* was scrapped in 1933 and two years later the *Resolute* was sold to Italy. A further dispersal of the North Atlantic fleet being desirable, the *Milwaukee* was converted into a cruising liner. The *St. Louis* and the *Reliance* were also extensively used for cruising.

When Herr Cuno retired in 1933 the "Hapag" fleet consisted of 173 ocean-going ships of 1,100,000 tons gross—that is to say it was approximately the size it had been in 1914. He had been in control throughout the greater part of the post-war period, and to him was due most of the credit for the Company's wonderful recovery. After his retirement the Company came more and more under political influences.

It was announced towards the end of 1934 that the "Hapag-Lloyd Union" was to be dissolved, but in fact it was merely loosened and modified. The principal services were still jointly operated, but only the net proceeds therefrom were pooled. The passenger and cargo services to North America and Australia, and the mainly-cargo services to the Pacific coast of America, Cuba, Mexico and the Far East were the ones affected.

The Company had incurred enormous debts—partly owing to the world-wide slump and partly to the ill-treatment of Jews in Germany, which resulted in Jewish firms and passengers boycotting the German lines. These debts were materially reduced by the Nazi Government's policy of decentralising the Company and the sale to certain smaller and privately-owned concerns of a number of the Company's ships. In this way "Hapag" had to abandon their South American service, which was taken over by the Hamburg-South



American Line, and their African service, which was taken over by the German Africa Lines. They also parted with their Mediterranean service and several local services in the North Sea and Baltic. By 1936 the "Hapag" fleet was reduced to 98 ocean-going ships of 714,000 gross tons.

The Company's improved financial position, however, made it possible for them to lay down a ship of some 36,000 tons for the New York route, the ultimate intention being to build two further ships of similar type to replace the four ships of the *Albert Ballin* (or more correctly the *Hansa*) class. As already mentioned the latter name had superseded the former on account of its Jewish associations. The new ship was launched in 1940 as the *Vaterland*, but she was heavily damaged in air attacks on Hamburg and scrapped in 1948.

The Company's North Atlantic ships suffered very severely during World War II, the *St. Louis* being badly damaged at Kiel in 1944 and the *Hansa* and *Deutschland* sunk by allied aircraft early in 1945. In the same year the *Hamburg* was mined off Sassnitz and the *New York* capsized and was burnt out at Kiel. She was subsequently raised and broken up in the United Kingdom; the *Hamburg* was salvaged and taken over by Russia. The *Milwaukee* came through unscathed, but after her surrender to Britain was destroyed by fire at Liverpool.

For the second time within 30 years "Hapag" lost its fleet, and on this occasion not a single ship was left. It had been announced in January 1942 that the DEUTSCHE NORDATLANTIK LINIE HAMBURG-BREMEN G.m.b.H. had been registered in Bremen with a capital of 40 million marks to carry on the North Atlantic services of "Hapag" and the N.D.L. Had this project been allowed to mature the name "Hapag" would presumably have died out. In fact, the project was abandoned, but even so it appeared likely for a time that the Company would never get on its feet again.

Owing to a monetary devaluation it was impossible for the German Government to compensate the Company for its lost ships. The best that could be done was for large credits to be placed at their disposal at low rates of interest, and provision made that profits devoted to the building or purchase of ships should be free of income tax.

In this way the 4,000 ton cargo steamers *Sachsenwald* and *Grünewald* were purchased in 1950 and placed in a joint "Hapag"-N.D.L. service to Central American and Mexican Gulf ports. Seven motor ships of 2,700 tons were placed on order. The 5,000 ton motor ships *Odenwald* and *Spreewald* were built at the Howaldtswerke in Hamburg for a joint service to New York and carry ten passengers. They have since been joined by the 6,200 ton *Adrian* and the 9,200 ton *Heidelberg*, which carry 12 passengers. Other joint services are being run to the west coast of South America, the Far East and to Australia.

The 9,200 ton *Frankfurt*, *Hamburg* and *Hannover* have been

built for a joint "Hapag"-N.D.L. service to the Far East and carry 86 first class passengers. The *Hannover* actually started her career in April 1955 with two voyages between Hamburg and New York.

1. (1856) *Borussia*  
2,131. 280×38. C-1-3. I-S-GO2-10 (Caird). (I-54; II-146; III-310). 1855 became British transport to Crimea. 1856 (1/6) F/V Hamburg-New York. 1876 became *Borussia* (Dominion) (*q.v.*). 1879 (2/12) foundered at sea (165).
2. (1856) *Hammonia* (I)  
2,026. Ditto. 1855 became French transport to Crimea. 1856 (1/7) F/V Hamburg-New York. 1864 became *Belgian* (Allan) (*q.v.*). 1872 *Belgian* (Dominion) (*q.v.*). 1873 *Missouri* (Dominion). 1873 (1/10) wrecked on Bahamas (0).
3. (1858) *Saxonia*  
2,684. 308×40. C-1-3. I-S-GO2-10 (Caird). 1857 became British transport to Indian Mutiny. 1858 (1/4) F/V Hamburg-Southampton-New York. 1871 compound engines by Reihers, Hamburg. 1878 became *Nijni Novgorod* (R.V.F.). 1895 scrapped.
4. (1858) *Austria*  
2,684. Ditto. Completed 1857; chartered for Indian Mutiny but voyage cancelled. 1858 (1/5) F/V Hamburg-Southampton-New York. 1858 (13/9) destroyed by fire in N. Atlantic (471).
5. (1858) *Bavaria*  
2,259—details as (1). Built 1857 as *Petropolis* (Hamburg Brasilienische). 1858 (1/11) F/V Hamburg-Southampton-New York. 1871 compound engines by C. A. Day & Co. 1876 became *Bavaria* (Dominion) (*q.v.*). 1877 (6/2) burnt at sea (0).
6. (1859) *Teutonia*  
2,546. 296×39. C-1-3. I-S-GO2-10 (Caird). Built 1856 for Hamburg Brasilienische. 1859 (15/7) F/V Hamburg-Southampton-New York. 1871 compound engines by Reihers (Hamburg). 1877 became *Teutonia* (Dominion) (*q.v.*). 1882 became *Regina*, (Francesco Costa (Italian)). 1889 *Piemontese* (ditto). 1890 *Regina* (ditto). 1891 *Mentana* (Schiaffino (Italian)). 1894 scrapped.
7. 1863 *Germania*  
2,123—dimensions approx as before. I-S-I(2)-10 (Caird). Launched 1863 (6/4). 1863 (22/8) M/V Hamburg-Southampton-New York. 1869 (7/8) wrecked near Cape Race (0).
8. 1865 *Allemannia*  
2,695. 312×40. S-1-2. I-S-I(2)-12 (Day (Southampton)). 1865 (16/9) M/V Hamburg-Southampton-New York. 1880 became *Oxenholme* (British). 1894 (April) foundered.
9. 1867 *Hammonia* (II)  
3,035. 330×40. S-1-2. I-S-I(2)-12 (Caird). 1867 (2/3) M/V Hamburg-Southampton-New York. 1878 became *Moskva* (Russian Volunteer Fleet). 1882 (19/7) wrecked near Cape Guardafui.
10. 1867 *Cimbria*  
3,037. Ditto. 1867 (13/4) M/V Hamburg-Southampton-New York. 1883 (19/1) sunk in collision off Dutch coast with *Sultan* (British) (389).



11. 1868 *Holsatia*  
3,134. 340×40. S-1-2. I-S-I(2)-12 (Caird). 1868 (9/6) M/V Hamburg-Southampton-New York. 1878 became *Rossija* (R.V.F.). 1893 *Dnestr* (Russian Navy), later *Bloshif N5* (hulk). 1916 sunk at Trebizond.
12. 1868 *Westphalia* (I)  
3,158. Ditto. 1868 (15/9) M/V Hamburg-Southampton-New York. 1878 rebuilt and compounded (2 funnels). 1887 became *Atlantica* (British). 1888 *Provincia di Sao Paolo* (Gazzo & Schiaffino (Italian)). 1889 *Mentana* (ditto). 1890 *Sud America* (La Veloce). 1901 scrapped.
13. 1869 *Silesia*  
3,142. Ditto. Launched 1869 (14/4). 1869 (22/6) M/V Hamburg-Havre-New York. 1887 became *Pacifica* (British). 1888 *Città di Napoli* (Lavarello (Italian)). 1891 *Montevideo* (La Veloce). 1901 (approx.) scrapped.
14. 1870 *Thuringia* (I)  
3,133. Ditto. 1878 became *Petersburg* (R.V.F.). 1893 *Berezan* (Russian Navy). 1900 (approx) scrapped.
15. 1871 *Vandalia*  
2,810. 321×39. S-1-2. I-S-C2-11 (Caird). Launched 1871 (22/4). 1888 became *Kehrwieder* (Hansa). 1894 *Kehrwieder* ("Hapag"). 1895 *Polonia* ("Hapag"). 1897 sold.
16. 1871 *Germania* (II)  
2,876. 330×39. S-1-2. I-S-C2-11 (Caird). 1876 wrecked off South American coast.
17. 1872 *Frisia*  
3,256. 350×40. S-1-2. I-S-C2-13 (Caird). (I-90; II-130; III-600). Launched 1872 (30/3). 1872 (21/8) M/V Hamburg-Havre-New York. 1887 became *Frisia* (British).
18. 1873 *Pommerania*  
3,382. 360×40. S-1-2. I-S-C2-13 (Caird). (I-100; II-70; III-600). Launched 1873 (26/7). 1873 (Nov./Dec.) M/V Hamburg-Havre-New York. 1878 (26/11) sunk in collision near Folkestone (50).
19. 1874 *Suevia*  
3,609. 360×41. S-1-2. I-S-C2-13 (Caird). Launched 1874 (1/6). 1894 last voyage to New York. 1896 sold.
20. (1875) *Goethe*  
3,408. 376×40. S-1-2. I-S-C2-13 (Napier). (I-90; II-100; III-800). Built 1873 for Adler Line (*q.v.*). 1876 wrecked off Bahia.
21. (1875) *Lessing*  
3,496. 375×40. S-1-2. I-S-C2-13 (Stephen). Built 1874 for Adler Line (*q.v.*). 1882 rebuilt (2 funnels). 1888 became *Nerthe* (Messageries Maritimes). 1897 sold. Scrapped at Marseilles.
22. (1875) *Herder*  
3,494. Ditto. Built 1873 for Adler Line (*q.v.*). 1882 (10/10) wrecked near Cape Race (0).
23. (1875) *Klopstock*  
3,659. 377×40. S-1-2. I-S-C2-13 (Thomson). Built 1874 for Adler Line (*q.v.*). 1876 became *Saint Germain* (C.G.T.) (*q.v.*). 1907 sold. Scrapped at Glasgow.
24. (1875) *Wieland*  
3,504. 384×40. S-1-2. I-S-C2-13 (Stephen). Built 1874 for Adler Line (*q.v.*). 1895 sold. Scrapped.

25. (1875) *Gellert*  
3,533. 374×40. S-1-2. I-S-C2-13 (Stephen). Built 1875 for Adler Line (*q.v.*). 1881 rebuilt (two funnels). 1895 sold. Scrapped.
26. 1881 *Bohemia*  
3,410. 351×41. S-1-2. I-S-C2-12 (Inglis). 1898 became *Pompeji*. 1900 *Pompei* (Italian). 1905 (approx.) scrapped.
27. 1882 *Rugia* (I)  
3,467. 358×43. S-1-3. I-S-C2-12 (Vulkan (Stettin) ). (I-96; III-1,100). 1895 became *Patria* (Fabre) (*q.v.*). 1905 (Dec.) sold. Scrapped in Italy.
28. 1883 *Rhaetia* (I)  
3,553. 351×43. S-1-3. S-S-C2-12 (Reihers (Hamburg) ). (I-96; III-1,100). 1895 became *Cassius* (U.S. Govt.). Later *Sumner* (ditto). 1913 wrecked off New Jersey.
29. 1883 *Hammonia* (III)  
3,969. 374×45. S-2-3. S-S-C3-15 (Thomson). (I-150; II-100; III-700). 1889 became *Versailles* (C.G.T.). 1914 scrapped at Genoa.
30. 1883 *Moravia*  
3,739. 361×41. S-1-2. I-S-C2-12 (Inglis). 1898 sold. 1899 (12/2) wrecked off Sable Island (0).
31. (1886) *Slavonia*  
2,274. 300×37. S-1-2. I-S-C2-11 (Raylton Dixon (Middlesbrough) ). Built 1883 as *Macassar*. 1886 Stettin-New York ("Scandia Line"). 1898 became *Leros* (Deutsche Levante). 1906 (approx.) scrapped.
32. (1886) *Gothia*  
2,433. 314×38. S-1-2. I-S-T3-11 (Raylton Dixon (Middlesbrough) ). Built 1884 as *Jacata*. 1886 Stettin-New York ("Scandia Line"). 1899 became *Lipsos* (Deutsche Levante). 1913 *Anna Strowig* (Eisenach). 1919 *Rudolf* (French Govt.). 1922 *Maguylla* (French). 1924 (approx.) scrapped.
33. (1888) *Australia*  
2,119. 299×36. I-S-C2-10 (C. Mitchell & Co. (Newcastle) ). Built 1881 for Carr Line (*q.v.*). 1902 wrecked near Antwerp.
34. (1888) *Polynesia*  
2,196. 299×36. I-S-C2-10 (C. Mitchell & Co. (Newcastle) ). Built 1881 for Carr Line (*q.v.*). 1904 sold.
35. (1888) *Polaria*  
2,724. 300×38. I-S-C2-10 (C. Mitchell & Co. (Newcastle) ). Built 1882 for Carr Line (*q.v.*). 1904 sold.
36. (1888) *California*  
2,690. 300×38. I-S-C2-10 (Armstrong Mitchell (Newcastle) ). Built 1883 for Carr Line (*q.v.*). 1898 became *Wineland* (Forenede). 1904 (approx.) scrapped.
37. 1889 *Italia*  
3,564. 344×43. S-1-2. S-S-T3-11 (Armstrong Mitchell (Newcastle) ). 1899 became *Milano* (Sloman). Later *Tenedos* (Deutsche Levante). 1915 sunk (when Turkish auxiliary cruiser).
38. 1889 *Augusta Victoria*  
(1897) *Auguste Victoria*  
7,661. 459×56. S-3-3. S-2S-T6-18 (Vulkan (Stettin) ). (I-400; II-120; III-580). Launched 1888 (Dec.). 1889 (10/5) M/V Hamburg-Southampton-New York. 1897 lengthened by Harland & Wolff to 525 ft. (8,479 tons) two masts; name corrected. 1897 (29/4) F/V after alterations. 1904 became *Kuban* (Russian). 1907 scrapped.



39. 1889 *Columbia*  
7,363. 463×56. S-3-3. S-2S-T6-18 (Laird (Birkenhead) ). (I-400; II-120; III-580). 1889 M/V Hamburg-Southampton-New York. 1898 became *Rapido* (Spanish Navy). 1899 reverted to *Columbia* ("Hapag"). 1904 became *Terek* (Russian). 1907 scrapped.
40. 1890 *Normannia*  
8,242. 500×57. S-3-2. S-2S-T6-19 (Fairfield (Glasgow) ). (I-420; II-172; III-700). 1890 (May) M/V Hamburg-Southampton-New York. 1898 became *Patriota* (Spanish Navy). 1899 *L'Aquitaine* (C.G.T.) (*q.v.*). 1906 sold. Scrapped at Bo'ness.
41. 1890 *Fürst Bismarck*  
8,430. 503×58. S-3-2. S-2S-T6-19 (Vulkan (Stettin) ). (I-420; II-172; III-700). 1890 M/V Hamburg-Southampton-New York. 1904 became *Don* (Russian Navy). 1906 *Moskva* (Russian Volunteer Fleet) (*q.v.*). Later *Gaa* (Austro-Hungarian Navy). 1920 *San Giusto* (Cosulich). 1924 scrapped.
42. 1890 *Scandia*  
4,243. 371×44. S-1-2. S-S-T3-14 (Vulkan (Stettin) ). 1898 became *Warren* (U.S. Govt.). 1924 scrapped.
43. 1890 *Dania*  
4,379. Ditto. 1895 became *Montserrat* (Cia Trasatlantica) (*q.v.*). 1896 repurchased by "Hapag", but resold to Cia Tras. 1926 sold. 1927 scrapped.
44. 1890 *Russia*  
4,017. 374×44. S-1-2. S-S-T3-14 (Laird). 1895 became *Santa Barbara* (Cia Trasatlantica). 1896 reverted to *Russia* ("Hapag"). 1899 became *Odessa* (Russian). 1929 (approx.) scrapped.
45. 1894 *Persia*  
5,857. 445×50. S-1-4. S-2S-T6-13 (Harland & Wolff). (I-60; III-1,800). 1894 M/V Hamburg-New York. 1897 became *Minnewaska* (A.T.L.) (*q.v.*). 1898 *Thomas* (U.S. Govt.). 1929 scrapped.
46. 1894 *Prussia*  
5,965. Ditto. (I-60; III-1,800). 1894 M/V Hamburg-New York. 1897 became *Dominion* (Dominion) (*q.v.*). 1922 scrapped.
47. 1894 *Patria*  
7,118. 460×52. S-1-4. S-2S-T6-14 (Stettiner, A. G. (Stettin) ). (I-60; III-2,000). 1894 M/V Hamburg-New York. 1899 (17/11) burnt in English Channel (0).
48. 1894 *Phönicia*  
7,155. Ditto. (Blohm & Voss (Hamburg) ). 1894 M/V Hamburg-New York. 1904 became *Kronstadt* (Russian Navy). 1921 *Vulcain* (French). 1937 scrapped.
49. 1894 *Palatia*  
7,100. Ditto. (Vulkan (Stettin) ). (I-60; III-2,000). 1894 M/V Hamburg-New York. 1904 became *Nikolaieff* (Russian Navy).
50. 1896 *Adria*  
5,500. 400×50. 1-2. S-Q4-13 (Palmers). (I-50; III). Mainly New York, Baltimore or Philadelphia services. 1905 sold.
51. 1896 *Andalusia*  
5,471. Ditto. (I-50; III). Mainly New York, Baltimore or Philadelphia services. 1917 became *Andalusia* (U.S. Govt.). 1926 (or earlier) scrapped.

52. 1896 *Arabia*  
5,456. 399 × 49. 1-2. S-Q4-13 (Harland & Wolff). (I-50; III). Mainly New York service. 1899 became *Barcelona* (Sloman). 1907 *Barcelona* (Hapag). 1915 *Ancona* (Italian Govt.). 1926 (or earlier) scrapped.
53. 1896 *Arcadia*  
5,442. Ditto. Mainly New York, Baltimore or Philadelphia services. 1917 became *Arcadia* (U.S. Govt.). 1926 (or earlier) scrapped.
54. 1896 *Armenia*  
5,458. 399 × 50. 1-2. S-Q4-13 (Palmers). (I-50; III). Mainly New York, Baltimore or Philadelphia services. 1917 became *Armenia* (U.S. Govt.). 1926 (or earlier) scrapped.
55. 1896 *Asturia*  
5,500. 390 × 53. 1-2. S-T3-13 (Palmers). 1901 wrecked.
56. (1897) *Alesia*  
5,167. 404 × 50. 1-2. 2S-T6-13 (Flensburg). Built 1896 as *Bangalore* (Hamburg-Kalkutta). 1914 became *Alesia* (British). 1926 (or earlier) scrapped.
57. (1897) *Ambria*  
5,148. Ditto. Built 1896 as *Bhandara* (Hamburg-Kalkutta). 1915 became *Piero Maroncelli* (Italian). 1915 torpedoed.
58. 1897 *Aragonia*  
5,446. Ditto. 1920 became *Aragonia* (French). 1926 (or earlier) scrapped.
59. 1897 *Pennsylvania*  
12,261. 560 × 62. 1-4. 2S-Q8-14 (Harland & Wolff). (I-162; II-180; III-2,200). 1897 M/V Hamburg-New York. 1910 (when tonnage 13,333) (II-404; III-2,200). 1917 became *Nansemond* (U.S. Govt.). 1924 scrapped.
60. 1897 *Pretoria*  
12,250. Ditto. (Blohm & Voss (Hamburg) ). (I-162; II-197; III-2,382). 1897 M/V Hamburg-New York. Later tonnage increased to 13,234. 1919 became *Pretoria* (U.S. Govt.). Later ditto (British). 1921 (Nov.) scrapped.
61. 1897 *Brasilia*  
10,222. 501 × 62. 1-4. 2S-Q8-13 (Harland & Wolff). 1900 became *Norseman* (Dominion). 1917 sunk by submarine in Mudros harbour; refloated but scrapped.
62. 1898 *Assyria*  
6,581. 420 × 54. 1-2. S-Q4-13 (Tecklenborg (Geestemünde) ). 1906 became *Sveaborg* (Russian). Later *Ekaterinoslav*.
63. 1898 *Belgravia*  
10,200. 500 × 62. 1-4. 2S-Q8-13 (Blohm & Voss (Hamburg) ). Later tonnage increased to 11,397. 1905 became *Riga* (R.V.F.). Later *Transbalt* (Sovtorgflot). 1940-45 (?) war loss.
64. 1898 *Bulgaria*  
10,237. 501 × 62. 1-2. 2S-Q8-13 (Blohm & Voss (Hamburg) ). (I; III). 1906 (when tonnage 11,494) carried III and steerage only. 1913 became *Canada* (Unione Austriaca) (*q.v.*). 1913 reverted to *Bulgaria* ("Hapag"). 1917 became *Hercules* (U.S. Govt.). 1919 *Philippines* (U.S.S.B.). 1924 scrapped.
65. 1898 *Graf Waldersee*  
12,330. 561 × 62. 1-4. 2S-Q8-14 (Blohm & Voss (Hamburg) ). (I-162; II-184; III-2,200). Laid down as *Pavia*. 1898 M/V Hamburg-New York. 1910 II-408; III-2,310. 1919 became *Graf Waldersee* (U.S.). 1921 scrapped.



66. 1899 *Athesia*  
5,751. 430 × 54. 1-2. S-Q4-13 (Reihers (Hamburg)). 1905 became *Uarda* (Kosmos). 1917 seized by Peru. Later became *Salaverry* (French Govt.). Later ditto (Belgian).
67. 1899 *Batavia*  
10,178. 501 × 62. 1-2. 2S-Q8-13 (Blohm & Voss (Hamburg)). (I; III). 1906 (when tonnage 10,982) carried II, III and steerage. 1913 became *Polonia* (Unione Austriaca) (*q.v.*). 1913 reverted to *Batavia* ("Hapag"). 1920 became ditto (Messageries Maritimes). 1923 scrapped.
68. 1899 *Patricia*  
13,023. 561 × 62. 1-4. 2S-Q8-14 (Vulkan (Stettin)). (I-162; II-184; III-2,143). 1899 M/V Hamburg-New York. Later tonnage increased to 14,466. 1919 became *Patricia* (U.S. Govt.). Later ditto (British). 1921 scrapped.
- 68a. (1899) *Kaiser Friedrich (c)*  
12,480. 582 × 64. 3-2. 2S-Q(10)-20 (Schichau (Danzig)). Built 1898 for N.D.L. (*q.v.*), but returned to builders. 1899 (30/9) F/V Hamburg-Southampton-Cherbourg-New York. 1900 (10/10) L/V ditto.
69. 1900 *Deutschland (I)*  
(1911) *Victoria Luise*  
(1922) *Hansa (I)*  
16,703. 663 × 67. 4-2. 2S-Q(12)-22 (Vulkan (Stettin)). (I-690; II-300; III-280). 1900 (4/7) M/V Hamburg-Plymouth-New York. 1911 became *Victoria Luise* ("Hapag" cruising yacht), but made a few North Atlantic voyages. (I-500). 1922 (12/3) F/V as *Hansa*, Hamburg-New York (two funnels; Cabin 220; III-664). 1925 scrapped.
70. 1900 *Abessinia*  
5,656. 452 × 52. 1-4. S-T3-13 (Palmers). 1917 interned in Chile. 1921 wrecked *en route* to Germany to surrender.
71. 1900 *Acilia*  
5,656. Ditto. 1913 wrecked off Tierra del Fuego.
72. 1900 *Alexandria*  
5,656. Ditto. 1914 became *Sacramento* (Chilean). Later *Bayramento* (British). 1920 *Port de St. Nazaire* (French Govt.). Later *Pytheas*; later *Kouang-Si* (French). 1936 scrapped.
73. 1900 *Prinzessin Victoria Luise*  
4,409. 407 × 47. C-2-2. 2S-Q8-15 (Blohm & Voss (Hamburg)). Built as cruising yacht. 1901 (5/1) F/V Hamburg-Plymouth-New York. 1906 wrecked off Plum Point, Jamaica.
74. 1901 *Artemisia*  
5,656—details as (70). 1919 became *Artemisia* (British). 1930 (approx.) scrapped.
75. 1902 *Moltke*  
12,335. 526 × 62. 2-2. 2S-Q8-16 (Blohm & Voss (Hamburg)). (I-390; II-230; III-550). 1902 (9/2) M/V Hamburg-Plymouth-New York. 1906 F/V New York-Naples-Genoa. 1915 became *Pesaro* (Italian Govt.). 1919 ditto (Lloyd Sabaudo) (*q.v.*). 1926 scrapped.
76. 1902 *Blücher*  
12,334. Ditto. (I-390; II-230; III-550). 1902 (6/6) M/V Hamburg-Southampton-New York. 1911 transferred to S. American trade. 1917 became *Leopoldina* (Brazilian Govt.). 1919 ditto (C.G.T.) (*q.v.*). 1923 *Suffren* (ditto). 1929 (May) scrapped at Genoa.

77. 1902 *Prinz Adalbert*  
6,030. 403 × 49. 2-2. 2S-Q8-13 (Bremer Vulkan (Vegesack)). 1902 New York-Naples-Genoa service. 1906 (Aug.) L/V Genoa-Naples-New York. 1909 F/V Hamburg-Quebec. 1912-14 Hamburg-Philadelphia service. 1914 (Aug.) seized by Britain; became *Princetown* (Admiralty). 1917 became *Alesia* (Cie Sud Atlantique). 1917 (6/9) torpedoed.
78. 1902 *Prinz Oskar*  
6,026. Ditto. 1902 New York-Naples-Genoa service. 1906 (Aug.) L/V Genoa-Naples-New York. 1909 F/V Hamburg-Quebec. 1912-14 Hamburg-Philadelphia service. 1917 became *Orion* (U.S. Govt.). 1922-23 ran for Black Star Line. 1929 (or earlier) scrapped.
79. (1904) *Hamburg*  
10,532. 499 × 60. 2-2. 2S-Q8-15 (Vulkan (Stettin)). Built 1899 for "Hapag" Far East service. 1904 F/V Hamburg-New York. 1906 (Oct.) F/V New York-Naples-Genoa. 1917 became *Red Cross* (chartered). 1917 *Powhatan* (U.S. Govt.). 1920 *New Rochelle* (Baltic S.S. Corp'n.) (*q.v.*). 1921 ditto (U.S. Mail S.S. Co.). (*q.v.*). 1921 *Hudson* (ditto). 1921 ditto (U.S. Lines) (*q.v.*). 1922 *President Fillmore* (ditto). 1924 ditto (Dollar). 1928 scrapped.
80. 1904 *Rhenania*  
6,403. 409 × 53. 1-2. S-Q4-13 (Bremer Vulkan (Vegesack)). 1915 became *Feltre* (Italian). Later lost during World War I.
81. 1904 *Rhaetia* (II)  
6,600. Ditto. Hamburg-Philadelphia service. 1917 became *Black Hawk* (U.S. Govt.). 1919 *Black Arrow* (U.S.S.B.). 1920 ditto (chartered to Ward Line) (*q.v.*). 1924 scrapped.
82. 1905 *Rugia* (II)  
6,598. Ditto. Hamburg-Philadelphia service. 1919 became *Rugia* (British). 1922 ditto ("Hapag"). 1933 scrapped.
83. 1905 *Amerika*  
22,225. 669 × 74. 2-4. 2S-Q8-18 (Harland & Wolff). (I-386; II-150; III-1,972). 1905 (11/10) M/V Hamburg-Dover-New York. 1914 (10/6) F/V Hamburg-Boulogne-Southampton-Boston. 1917 became *America* (U.S. Govt.). 1921 ditto (U.S. Mail S.S. Co.). (*q.v.*). 1921 ditto (U.S. Lines) (*q.v.*). 1941 became *Edmund B. Alexander* (transport-one funnel).
84. 1906 *Kaiserin Auguste Victoria*  
24,581. 677 × 77. 2-4. 2S-Q8-18 (Vulkan (Stettin)). (I-472; II-174; III-1,320). 1906 M/V Hamburg-Dover-New York. 1919 became ditto (British)—see Cunard. 1921 became *Empress of Scotland* (Can. Pac.) (*q.v.*). 1930 (Nov.) sold. Scrapped.
85. (1906) *Oceana*  
7,859. 531 × 55. C-2-2. 2S-T6-16 (Denny (Dumbarton)). Built 1891 as *Scot* (Union Line). Cruising yacht but made some N. Atlantic voyages. 1910 sold (U.S.). 1916 became *Alfonso XIII* (Cia Trasatlantica) (*q.v.*). 1923 renamed *Vasco Nuñez de Balboa*. 1927 scrapped in Italy.
86. 1907 *President Lincoln*  
18,074. 599 × 68. 1-6. 2S-Q8-14 (Harland & Wolff). (I-202; II-153; III-3,088). Laid down as *Scotian* (Wilson's & Furness-Leyland) (*q.v.*). 1907 provisionally named *Brooklyn* by "Hapag". 1907 (1/6) M/V Hamburg-Plymouth-New York. 1917 became *Pres. Lincoln* (U.S. Govt.). 1918 (31/5) torpedoed and sunk (26).
87. 1907 *President Grant*  
18,072. Ditto. (I-200; II-150; III-3,006). Laid down as *Servian* (Wilson's & Furness-Leyland) (*q.v.*). 1907 provisionally named *Berlin* by "Hapag". 1907 (14/9) M/V Hamburg-Plymouth-New York. 1917 became *Pres. Grant* (U.S. Govt.). 1924 *Republic* (U.S. Lines) (*q.v.*), (four masts). 1952 scrapped.



88. 1909 *Cleveland*  
16,960. 589 × 65. 2-4. 2S-Q8-16 (Blohm & Voss (Hamburg) ). (I-239; II-224; III-2,391). 1909 (27/3) M/V Hamburg-Southampton-Cherbourg-New York. 1913 F/V Hamburg-Boulogne-Southampton-Boston. 1917 became *Mobile* (U.S. Govt.). 1920 ditto (White Star-chartered). 1920 *King Alexander* (Byron Line) (q.v.). 1923 *Cleveland* (United American) (q.v.). 1926 *Cleveland* ("Hapag"). 1933 scrapped.
89. 1909 *Cincinnati*  
16,339. 582 × 65. 2-4. 2S-Q8-16 (Schichau (Danzig) ). (I-243; II-210; III-2,305). 1909 M/V Hamburg-Southampton-Cherbourg-New York. 1913 F/V Hamburg-Boulogne-Southampton-Boston. 1917 became *Covington* (U.S. Govt.). 1918 (1/7) torpedoed and sunk.
90. 1913 *Imperator*  
51,969. 933 × 98. 3-2. 4S-ST-22 (Vulkan (Hamburg) ). (I-700; II-600; III-1,000; IV-1,800). 1913 (13/6) M/V Hamburg-Southampton-Cherbourg-New York. 1919 became *Imperator* (U.S.). 1920 ditto (Cunard-chartered) (q.v.). 1921 *Berengaria* (Cunard). 1938 (Dec.) partly dismantled at Jarrow. 1946 scrapped on Firth of Forth.
91. 1914 *Vaterland* (I)  
54,282. 908 × 100. 3-2. 4S-ST-23 (Blohm & Voss (Hamburg) ). 1914 (14/5) M/V Hamburg-Southampton-Cherbourg-New York. 1917 became *Leviathan* (U.S. Govt.). 1923 *Leviathan* (U.S. Lines) (q.v.). 1938 scrapped at Rosyth (Scotland).
- — — *Bismarck*  
56,551. 915 × 100. 3-2. 4S-ST-23 (Blohm & Voss (Hamburg) ). (Never ran for "Hapag"—see *Majestic* (White Star).)
92. 1921 *Bayern*  
8,917. 469 × 58. 1-4. S-T3-13 (Bremer Vulkan (Vegesack) ). (Cabin 12; III-750). 1921 (Sept.) M/V Hamburg-New York. 1923 L/V ditto. 1936 became *Sontay* (Messageries Maritimes).
93. 1922 *Württemberg*  
8,829. Ditto. (Cabin 12; III-750). 1922 (Feb.) M/V Hamburg-New York. 1922 (autumn) L/V ditto. 1935 became *Jan Wellem* (German). 1940 sunk by British destroyers at Narvik (Norway). 1948 raised. Scrapped.
94. 1923 *Thuringia* (II)  
11,343. 474 × 61. 1-2. S-ST(DR)-13 (Howaldtswerke (Kiel) ). (Cabin 150; III-680). 1923 M/V Hamburg-New York. 1930 renamed *General San Martin* (South American service). 1936 became ditto (Hamburg S. American Line). 1945 became *Empire Deben* (British). 1949 scrapped.
95. 1923 *Albert Ballin*  
(1935) *Hansa* (II)  
20,315. 602 × 79. 2-4-C. 2S-ST(SR)-16 (Blohm & Voss (Hamburg) ). (I-250; II-340; III-1,060). 1923 (5/7) M/V Hamburg-Southampton-New York. 1929-30 re-engined (speed 19 knots). 1934 lengthened to 646 ft. (21,131 tons). 1945 (6/3) sunk by mine off Warnemünde. 1949 refloated; became *Sovetsky Sojus* (Russian).
96. 1923 *Westphalia* (II)  
11,343—details as (94). (Cabin 150; III-680). 1923 M/V Hamburg-New York. 1930 renamed *General Artigas* (South American service). 1936 became ditto (Hamburg S. American Line). 1943 destroyed in British air attack on Hamburg.

97. 1924 *Deutschland* (II)  
20,602—details as (95). (I-180; II-400; III-935). 1924 (27/3) M/V Hamburg—Southampton—New York. 1929-30 re-engined (speed 19 knots). 1933 lengthened to 646 ft. (21,046 tons). 1945 (3/5) sunk by allied air attack off Neustadt. 1948 scrapped.
98. 1926 *Hamburg* (II)  
21,133. 602 × 79. 2-2-C. 2S-ST(SR)-16 (Blohm & Voss (Hamburg) ). (I-222; II-476; III-456). 1926 M/V Hamburg—Southampton—Cherbourg—New York. 1929-30 re-engined (speed 19 knots). 1933 lengthened to 646 ft. (22,117 tons). 1945 (7/3) mined off Sassnitz. 1950 refloated; reconditioned; became *Jury Dolguruky* (Russian).
99. (1926) *Reliance*  
19,582. 592 × 72. 3-2. 3S-T8 & ST-17 (Tecklenborg). (I-290; II-320; III-400). Laid down as *Johann Heinrich Burchard* ("Hapag"). 1920 completed as *Limburgia* (Royal Holland Lloyd). 1922 became *Reliance* (U.A.L.) (q.v.). 1926 F/V Hamburg—Southampton—Cherbourg—New York. 1938 (8/8) gutted by fire at Hamburg. 1941 scrapped.
100. (1926) *Resolute*  
19,653. 596 × 72. 3-2. 3S-T8 & ST-17 (Weser (Bremen) ). (I-290; II-320; III-400). Laid down as *William O' Swald* ("Hapag"). 1920 completed as *Brabantia* (Royal Holland Lloyd). 1922 became *Resolute* (U.A.L.) (q.v.). 1926 F/V Hamburg—Southampton—Cherbourg—New York. 1935 became *Lombardia* (Italian). 1943 (4/3) destroyed by air attack at Naples. 1946 scrapped.
101. 1927 *New York*  
21,455—details as (98). 1927 (13/5) M/V Hamburg—Southampton—Cherbourg—New York. 1929-30 re-engined (speed 19 knots). 1934 lengthened to 646 ft. (22,337 tons). 1945 (3/4) destroyed by air attack at Kiel. 1948 refloated and towed to United Kingdom; scrapped.
102. 1929 *St. Louis* (M/S)  
16,732. 544 × 72. 2-2-C. 2S-2SC.DA-16 (Bremer Vulkan (Vegesack) ). (Cabin 270; tourist 287; III-416). 1944 (30/8) heavily damaged at Hamburg. 1946 hulk; used as a restaurant.
103. 1929 *Milwaukee* (M/S)  
16,699. Ditto. (Blohm & Voss (Hamburg) ). (Cabin 270; tourist 287; III-416). 1945 became U.S. transport. Later *Empire Waveney* (British). 1946 (1/3) destroyed by fire at Liverpool. Scrapped.
- *Vaterland* (II)  
36,000 (Blohm & Voss (Hamburg) ). Launched 1940. Heavily damaged in air attacks on Hamburg. 1948 scrapped.

NOTE. The details concerning changes of name of the *Teutonia* (6), *Westphalia* (12) and *Silesia* (13) have been obtained from the library of the Naval Institute at Naples and can therefore be regarded as authentic. (Mentana is a small village near Rome where Garibaldi was defeated by the French and Pontifical troops when attempting to enter Rome.)

M/S—Motor ship.

- FUNNEL: (a) 1856. Black.  
(b) 1889. Ditto, but "express" steamers buff.  
(c) 1902. Ditto, but "express" and "mail" steamers buff.  
(d) 1921. Buff.  
(e) 1927. Buff, black-white-red top.

FLAG: Blue and white diagonally quartered; yellow shield in centre on black anchor and black "H A P A G".



## Chapter 47

1856

LIVERPOOL, NEWFOUNDLAND & HALIFAX STEAM  
NAVIGATION COMPANY

(BRITISH)

THE importance of this Company's activities was precisely the opposite of the length of its title, for although it was the first steamship line to have as a principal aim the establishment of a transatlantic service to Newfoundland, it was forestalled by nearly three months in the privilege of undertaking the first steamship sailing thereto.

The 1,409 ton iron screw *Khersonese* sailed from Liverpool on August 23rd 1856 for St. John's (Newfoundland), Halifax and Portland with "a large cargo and 240 passengers". It is probable that the Company's activities were confined to this one sailing. In any event, the North Atlantic Steam Navigation Company took its place early in 1857, a second steamer was added and a fairly regular service was maintained for some months between the same ports.

## Chapter 48

1856

## ANCHOR LINE

(BRITISH)

- 1856. Handysides & Henderson
- 1863. Handyside & Henderson
- 1873. Henderson Brothers
- 1899. Anchor Line (Henderson Brothers) Ltd.
- 1935. Anchor Line (1935) Limited
- 1936. Anchor Line Limited

THE ANCHOR LINE owes its origin to the two brothers, Nicol and Robert Handyside, who in 1838 established themselves in Glasgow as shipbrokers and merchants, and within a few years had built up a flourishing business with Russia and the neighbouring countries in the Baltic.

Little is known about the early shipowning activities of the firm of Handysides & Co., but in January 1854 they advertised the sale or charter of a passenger and cargo steamer then building on the Clyde, and in the following August stated that the Glasgow & Lisbon Steam Packet Company's screw steamer *Vasco da Gama* would sail

from Glasgow for Gibraltar on August 23rd.<sup>1</sup> It is probable that this was the steamer referred to in the earlier advertisement.

At about this time Thomas Henderson joined the firm as a partner, its style being changed to Handysides & Henderson. Like his three brothers, John, David and William, he had been in command of ships from an early age, and was admirably suited for his new position.

In May 1856 an advertisement stated that the Anchor Line's iron screw steamer *Tempest* would sail from Glasgow to New York early in the following July and that applications for freight or passage should be made to Handysides & Henderson.<sup>2</sup> The *Tempest*, built a year previously as a full-rigged ship, had been towed from Liverpool to Greenock in January 1856 for conversion into a screw steamer to run between Glasgow and New York as a consort to the *Clyde* of the Clyde Screw Steam Packet Company.<sup>3</sup> The proposed partnership between the two steamers did not, however, eventuate, but the fact that it had been under consideration suggests that Handysides & Henderson had no connection with the *Tempest* until January 1856 at the earliest, and that preparations for the flotation of the Anchor Line were then far from complete.

The inaugural sailing of the *Tempest* was postponed until October 1856, when, flying the now well-known houseflag of a red anchor on a white background, she left Glasgow for New York under the command of John Henderson with a full complement of first and second cabin passengers and a considerable number of emigrants in the intermediate cabin and steerage.<sup>4</sup> She made a second voyage on the same route in December 1856, and was scheduled for a third from Glasgow to Quebec and Montreal in April 1857. This, however, did not take place as the *Tempest* left New York on February 11th on her second homeward voyage and was never heard of again. The probability is that she foundered after colliding with an iceberg.

The early advertisements had mentioned that the Anchor Line fleet consisted of two other steamers besides the *Tempest*. One of them, the *John Bell*, was billed to sail on her first voyage from Glasgow to Quebec and Montreal in July 1857, but instead was chartered to carry troops to the Indian Mutiny and left for Calcutta early in the following month, as did the third steamer, the 1,250 ton *United Kingdom*, which had just been completed. A similar steamer, the *United Provinces*, was stated to be under construction,<sup>5</sup> but no ship of that name was ever placed in service by the Company and, following the loss of the *Tempest*, the service was suspended for over two years.

Sailings were resumed by the *United Kingdom*, which left Glasgow for Quebec and Montreal in April 1859 and was followed

(1) *Glasgow Herald*, 4/8/54.

(2) *Glasgow Herald*, 2/5/56.

(3) *Glasgow Herald*, 25/1/56.

(4) *Glasgow Herald*, 10/10/56.

(5) *Glasgow Herald*, 6/7/57.



by the 1,100 ton *John Bell*, which had been built in 1854 as a full-rigged ship and had sailed from Glasgow to Australia in June of that year.<sup>1</sup> She was named after her owner, who was a well-known Glasgow butcher, and Handysides & Henderson had no connection with her before 1856, when she was converted into a screw steamer. The exact circumstances under which she ran for the Anchor Line are not known, but Handysides & Henderson never had any financial interest in her. For the next 18 months the *United Kingdom* and *John Bell* sailed at intervals of about three weeks—to Quebec and Montreal during the summer and to New York between November and March inclusive, when the St. Lawrence River is closed to navigation.

Two other events of the year 1859 call for mention. One was the purchase by the Inman Line of the two remaining steamers of the Glasgow & New York Steam Ship Company and their transfer to Liverpool. Thus, the Anchor Line was left with the monopoly of the transatlantic steamship trade from Glasgow as the Clyde Screw Company had suspended operations in 1857. It was also in 1859 that John Henderson was made a partner in the firm. Luckily for him he had been given command of the *United Kingdom* at the conclusion of the *Tempest's* first round voyage. The two other brothers, David and William, founded the Finnieston Steamship Works Company, which was later known as D. & W. Henderson Ltd.

The 1,200 ton *United States* was launched in September 1860 and left Glasgow in the following December on her maiden voyage to New York. On her second voyage she proceeded to Portland (Maine) instead of New York, and the *United Kingdom* and *John Bell* made one or two voyages on the same route at about this time. The *United States* had a short life as she was wrecked in the Gulf of St. Lawrence in April 1861. She became a total loss, but her crew and 87 passengers were saved.

Between November 1861 and March 1862 the Company's sailings were to New York via Portland. The 1,400 ton *Caledonia* joined the service in February 1862 and introduced a long series of names ending in "ia". A month later the *John Bell* was sold to the Allan Line, which had recently established a service from Glasgow to Quebec and Montreal in summer and to New York in winter. The *Caledonia* was wrecked in December 1862, but by that time a sister ship, the *Britannia*, was in an advanced stage of construction and a second *Caledonia* was placed on order immediately after the disaster to the first.

The Glasgow & Lisbon Steam Packet Company had become a prosperous concern, and its ships were frequent visitors to the Mediterranean. In March 1863, for the first time, advertisements referred to the "Anchor Line of Peninsular & Mediterranean Steam Packets",<sup>2</sup> thereby indicating that the Glasgow & Lisbon Company had been absorbed by the Anchor Line. It may be added that

(1) *Glasgow Herald*, 5/6/54.

(2) *Glasgow Herald*, 9/3/63.

Handysides & Henderson also owned a number of sailing ships, which were mainly engaged in the trade between Glasgow and Valparaiso, and were not concerned with the North Atlantic. It was in 1863 that Nicol Handyside retired from the firm, which became Handyside & Henderson.

The *Britannia* and *Caledonia* (II) were placed in service in July and December 1863, and during the next few months they and the *United Kingdom* maintained a fortnightly service between Glasgow and New York via Portland. From April 1864, however, it was decided that the two new ships should sail to New York direct, leaving the *United Kingdom* to look after the summer service to Quebec and Montreal.<sup>1</sup> The 1,600 ton *Hibernia* joined the *Britannia* and *Caledonia* on the New York route in June 1865. The *United Kingdom* made one or two voyages to Quebec and Montreal that summer, after which the Company abandoned the St. Lawrence route—doubtless to the great pleasure of the Allan Line.

The *Britannia* had made an intermediate call at St. John, N.B., en route to New York in March 1865, and in the following August, after her final voyage to the St. Lawrence, the *United Kingdom* made a special round voyage between Glasgow and St. John. For many years subsequently one or more of the Company's steamers made a few voyages to St. John (usually via Halifax) between the months of March and September. In 1866 the ships so employed were the Mediterranean service *Venezia*, *Napoli* and *Acadia*, each of 700 tons.

In July 1866 the Company advertised that in future their steamers would sail every week from Glasgow to New York via Moville, which is situated on Lough Foyle about 20 miles from Londonderry. This increase in the frequency of sailings was made possible partly by the abandonment of the Canadian service and partly by the addition to the fleet of the 2,000 ton *Iowa*, which had been purchased from the London & New York Line, and the new 1,700 ton *Columbia*. When the latter's sister ship, the *Europa*, was added a year later the *United Kingdom* became a spare ship and was employed occasionally on the Mediterranean service.

A serious disaster befell the Company in November 1868, when the *Hibernia* foundered with a loss of over 60 lives, and five months later the *United Kingdom* disappeared without trace, the death roll in this case being 80. In the meanwhile the 2,300 ton *India* had been purchased on the stocks, the *Cambria* was completed in May 1869 and the sister ships *Anglia* and *Australia* followed a year later.

The year 1869 marked a turning point in the Company's history as they were so well established on the North Atlantic that they were ready to branch out in new directions. Their first move was to cater for the traffic between Norway and Sweden and North America by opening offices in Christiania (Oslo), Christiansand and Gothenburg and detailing the 600 ton *Scandinavia* to run on alternate weeks between Leith and Christiania and between Leith and Christiansand

(<sup>1</sup>) *Glasgow Herald*, 18/6/64, etc.



and Gothenburg. It was only a short railway journey from Leith (Edinburgh) to Glasgow, and these new facilities proved so popular that a second steamer, the *Scotia*, was added in 1870. She ran every week from Granton (near Leith) to Christiania, thereby enabling the *Scandinavia* to confine her activities to the Christiansand and Gothenburg traffic. Both of these services were withdrawn at the end of the 1872 season, largely because a Norwegian-owned service from Bergen to New York was established in 1871.

The Anchor Line played an important part in the opening of the Suez Canal in November 1869 as one of their fleet, the *Dido*, was the first British merchant steamer to pass through the Canal. Earlier in the year the Company had come to an arrangement with the P. & O. and British India Companies for the through forwarding of passengers and freight to India and Ceylon in connection with a monthly Anchor Line service from Glasgow to Alexandria, overland transfer to Suez, thence P. & O. or B. I. steamer. These activities do not properly come within the scope of this chapter, but they can hardly be ignored if a true picture of the Company's progress is to be given.

The Mediterranean service steamers frequently carried large numbers of Italian emigrants to Glasgow for trans-shipment thence to New York. The continued growth of this traffic made the Company decide in 1869 to run some direct sailings from the Mediterranean to New York. The first was taken by the 1,039 ton *Tyrian*, which left Naples on October 30th 1869 and arrived at New York on November 30th. The 744 ton *Grecian* followed on November 16th and had the misfortune to be wrecked on Long Island a month later. The next two sailings were taken by the *Dorian* and *Dacian*, which were sister ships of the *Tyrian* and had already made some voyages between Glasgow and New York.

The 1,200 ton *Sidonian* and the 1,600 ton *Ismailia* and *Alexandria* joined the Mediterranean-New York service in 1870, followed by the *Assyria* and the 2,100 ton *Trinacria* in 1871. The latter was the first ship to be specially designed for the trade, but was followed within a year or so by the *Olympia*, *Italia* and *Castalia*. As a rule, a triangular route, Glasgow-Mediterranean-New York-Glasgow was taken.<sup>1</sup> It was the first regular steamship service between the Mediterranean and New York, and its success, therefore, was understandable.

The commissioning of the 2,000 ton *Anglia* and *Australia* in the spring of 1870 made it possible for the Company to start a bi-weekly service between Glasgow and New York, the principal Saturday service being taken by these two ships assisted by the *Cambria*, *India*, *Europa* and *Columbia*, and the Wednesday service by the *Iowa*, *Caledonia*, *Britannia*, *Dacian*, *Dorian* and *Sidonian*. During the course of the year the Company carried over 300,000 tons of freight on the Glasgow-New York route and landed over 25,000 passengers at New York, the latter total being slightly higher than

(1) *Mitchell's Maritime Register*, 21/7/71.

that of the Cunard Line's Liverpool-New York service. Unfortunately, the Company's success was marred by the loss in October 1870 of the *Cambria*, together with nearly 200 of her passengers and crew.

It will be seen from a later chapter that in 1873 the Pennsylvania Railroad played a prominent part in the establishment of the American Line in the Philadelphia-Liverpool trade. In 1871 the Railroad had attempted to obtain a controlling interest in the Anchor Line, which agreed to transfer its American terminal from New York to Philadelphia, but was not prepared to transfer its books and head office to America. This is what, in effect, the proposals amounted to. Two years later the Anchor Line aimed at taking over the Glasgow-Canada service of the Allan Line, and so obtain a virtual monopoly of the steamship trade between the Clyde and North America. The negotiations fell through, however, a contributory factor being the establishment at this time of a rival service between Glasgow and New York by the State Line.

The seasonal trade with Nova Scotia and New Brunswick continued to grow, and in 1869 two experimental sailings had been arranged from Liverpool to St. John, N.B., in addition to those from Glasgow. It was decided in 1870 that the Glasgow steamers should proceed via Liverpool, and for some years thereafter six or more sailings took place during the months of March to September inclusive. A further development was the departure of the 900 ton Mediterranean service steamer *Trojan* in March 1871 from London to Halifax and St. John. She was followed in August by the *Ismailia*, and during each subsequent year two or more sailings took place on this route.

The loss of the *Cambria* had made it necessary for the Company to lay down some new tonnage, and the 3,300 ton *California* and *Victoria* were completed for the Glasgow-New York service in 1872. They were nearly half as large again in tonnage as any predecessor. The opportunity was also taken to modernise the *Caledonia* (II), which was lengthened by 50 feet and fitted with compound engines. The *Scandinavia* was similarly treated, but the *Napoli* and *Scotia* were lengthened only. The *Iowa*, on the other hand, was compounded but not lengthened, and when she reappeared in 1873 had been renamed *Macedonia*.

When the Company decided in 1872 to undertake the first shipment of live cattle from New York to the United Kingdom they little knew the extent to which this traffic would grow. As it happened, they themselves did not play a very prominent part in the business as, instead, they were responsible in 1875 for shipping the first consignment of frozen meat from the United States to Great Britain and decided to concentrate on this. The principal ships were fitted with refrigerators capable of carrying about 400 tons of chilled meat.

Several of the early Anchor Line steamers had been built by the firm of Tod & McGregor, which in spite of having turned out a large number of successful ships had got into financial difficulties. For some years past the Anchor Line had, whenever possible, gone



to the Finnieston Steamship Works Company, controlled by David and William Henderson, for the engines for their ships. The firm did not, however, build ships, and in 1872 Messrs. Handyside & Henderson joined forces with David and William Henderson in the purchase of Tod & McGregor's business for the sum of £200,000. A few months later the remaining member of the Handyside family, Robert, retired from Handyside & Henderson's, which accordingly changed its name to Henderson Brothers.

The 2,700 ton *Elysia*, completed in 1873, was an improved version of the *Italia*. Novel features included steam steering gear operated from a forward bridge, two iron "lighthouses" placed forward of the foremast to enable the lamps to be trimmed from inside, and a number of powerful steam winches for loading and unloading cargo. A sister ship, the *Utopia*, followed in 1874 and the *Alsatia* in 1876. The latter was the first of many ships built for the Company by D. & W. Henderson Ltd.

The *Elysia* was completely overshadowed by the 4,000 ton *Ethiopia*, which was launched in August 1873 and completed a few months later. She was fitted with an amidships dining saloon, above which was the music room with a central well giving extra height to the dining saloon as well as admitting light and air thereto. Another novelty in addition to those copied from the *Elysia* was a patent apparatus for hoisting and discharging the stokehold ashes. The *Ethiopia* was amongst the 12 largest ships then in commission on the North Atlantic.

The Duke of Devonshire owned a lot of property in the vicinity of Barrow-in-Furness. Partly for this reason, and partly to serve as an outlet for the large quantities of railway lines which one of his companies, the Barrow Hematite Steel Company, was manufacturing for the American Railroads, he undertook the construction of an elaborate system of docks at Barrow. In addition, he established the Barrow Shipbuilding Company and entered into discussions with the Anchor Line with a view to starting a steamship service between Barrow and New York. The outcome was the formation in 1873 of the BARROW STEAMSHIP COMPANY LIMITED, in which the Devonshire family and the Anchor Line held equal shares. As a first step the *Ethiopia* and a nearly-completed sister ship, the *Bolivia*, were transferred to the new Company. At this time, however, the development of the port of Barrow had not progressed sufficiently to permit the entry of such large ships. For the time being the railway materials were despatched to Glasgow by coasting steamer and there transhipped, and arrangements were made for the *Ethiopia* and *Bolivia* to run in the Anchor Line's Glasgow-New York service on behalf of the Barrow Steamship Company.

The maiden voyage of the *Bolivia* in April 1874 coincided with the introduction of a third sailing each week from Glasgow to New York, with the result that the Company announced that their ships kept up "a regular communication between Scotland and America

every other day throughout the year".<sup>1</sup> As it happened, a serious slump had set in on the North Atlantic and this, coupled with the competition of the State Line, caused the third sailing to be withdrawn three months after it started, and two months later it was found that the Saturday sailing alone fully met all requirements.

The Mediterranean-New York service continued to make excellent progress, and announcements appeared from 1874 onwards that the Company's steamers sailed from Genoa, Leghorn, Marseilles, Valencia, Denia, Almeria, Malaga, Gibraltar and Cadiz for New York every fortnight, and from Trieste, Venice, Messina, Naples, Palermo and Gibraltar, also every fortnight.<sup>2</sup> Most of the steamers were still making the triangular Glasgow-Mediterranean-New York-Glasgow voyage, on which an intermediate call was introduced at Avonmouth (Bristol) homewards. The Adriatic-New York service did not meet with the hoped-for success and was withdrawn after an extended trial, as was a monthly service, started in 1876, between Bordeaux and New York. Amongst the ships employed on the latter were the *Napoli* and *Scandinavia*.

The early 1870's were disastrous for the Company in the way of losses, and, in addition to those already recorded, the *Dacian* was wrecked in 1872, the *Britannia* in 1873, and the *Ismailia* and *Trojan* disappeared without trace in 1873 and 1874.

Owing to the reduction in sailings on the Glasgow-New York route it was necessary to find employment for a number of ships. The Company had gained considerable experience of the Indian trade by their working arrangement with the P. & O., and it can readily be understood, therefore, that their thoughts should turn to India. The *Caledonia* (II) was despatched from Glasgow and Liverpool to Bombay via the Suez Canal in March 1875, and was followed by the *Macedonia* (ex-Iowa), *Trinacria*, *Europa* and *India* at intervals of three to four weeks. A series of new steamers, headed by the *Britannia* (II), was introduced from 1880 onwards.

The Company still had some surplus tonnage and in April 1876 despatched the *Utopia* from London to New York direct, followed by the *Australia*, *Elysia* and *Anglia* every fortnight.

The first ship completed by the Barrow Shipbuilding Company for the Barrow Steamship Company was the 4,200 ton *Anchoria*, which left Glasgow on her maiden voyage to New York in November 1875 and was almost identical with the *Ethiopia* and *Bolivia*. The *Devonia* and *Circassia* followed in 1877-78, and for more than two years these five ships were in sole charge of the Glasgow-Moville-New York service, on which six ships had hitherto been required to maintain a weekly sailing. They were undoubtedly the best-balanced series of ships then in service on the North Atlantic and amongst the largest. It will be noted that their names started with the first five letters of the alphabet.

(1) *Glasgow Herald*, 8/4/74.

(2) *Shipping and Mercantile Gazette*, 13/10/74.



Work continued uninterruptedly on the docks at Barrow, but it was not until May 1880 that the *Castalia* inaugurated the Barrow Steamship Company's service from Barrow to New York, although for some months previously steamers had been calling at Barrow on the homeward voyage from New York to Glasgow.<sup>1</sup> Further sailings took place at intervals of two to three weeks. From the beginning of 1881 an intermediate call was made at Dublin, but the service was not a success and was withdrawn in its entirety in the following October. Latterly the ships employed were the *Assyria*, *Olympia* and *Italia*.

The Company started a new service between London, Halifax and Boston in May 1880 by the *Anglia* and *Trinacria*. The former was sunk in collision in the following September, and from then until the end of 1881 the *Caledonia*, *Columbia* and *Australia* maintained a fortnightly service. Sailings were then withdrawn until 1884. In the meanwhile the London-New York service had been functioning independently, and since 1878 had usually been weekly. The ships made an occasional call at Halifax, and this made it unnecessary to continue the separate service from London to Halifax and St. John, N.B. The service from Glasgow and Liverpool to Halifax and St. John was abandoned at about the same time, but here again the Glasgow-New York steamers made an occasional call at Halifax.

The last North Atlantic liner to be built by the Barrow Shipbuilding Company for the Barrow Steamship Company was the 5,500 ton *Furnessia*, which started her maiden voyage from Glasgow to New York in January 1881 and for the next nine months was the largest liner in commission on the North Atlantic. She was the first two-funnelled ship to run under the auspices of the Anchor Line.

The London-New York service was withdrawn in April 1882, the last sailing being taken by the 3,100 ton *Galatia*, which had made several earlier North Atlantic voyages (cargo only), although built for the Bombay service. A further London sailing was scheduled by the 5,000 ton *Belgravia*, but instead this ship started her career in May 1882 by inaugurating a fortnightly service from Glasgow and Liverpool to Calcutta. Other ships detailed to this route were the *Galatia*, *Hesperia*, *Justitia* and *Karamania*, all of which were registered in the name of the Barrow Steamship Company, as was the *Ischia*, which completed the alphabetical sequence and was detailed to the Bombay service. Owing to the increase in sailings to or via the Mediterranean, the Company purchased the 3,000 ton wooden ship *The Three Brothers*, which was employed as a coal hulk at Gibraltar from 1885 until 1929, when she was broken up. She was originally the American paddle steamer *Vanderbilt*.

It was by accident rather than design that the 8,400 ton Inman Line *City of Rome* came under the control of the Anchor Line in 1882. She had been completed by the Barrow Shipbuilding Company in the previous year, and although a magnificent ship in every other

(1) *The Times*, 21/5/80.

respect, failed dismally in her intended capacity as a record breaker. For this reason she was thrown back on the hands of her builders after completing six round voyages between Liverpool and New York, and, owing to the close alliance between the Barrow Shipbuilding Company, the Barrow Steamship Company and the Anchor Line, was placed under the management of the last-named.

The *City of Rome* was considered to be too large to navigate the still rather shallow waters of the River Clyde, so it was decided that she should continue to run between Liverpool and New York via Queenstown (Cobh). After making two voyages in 1882 as a lone ship she was joined in the following year by the *Furnessia* and *Belgravia*. This arrangement was not a great success, and in 1884 the 5,500 ton Orient liner *Austral* ran on her owners' account as a consort. Another lone ship, the 5,500 ton National Line record breaker *America*, was intended to join the *City of Rome* in 1885, but in fact did not do so until 1886. She was sold to Italy in 1887, and the *City of Rome* continued a one-ship service until the end of 1890, when the deepening of the River Clyde made it possible for her to be transferred to the Anchor Line's Glasgow-New York service. Although she was no longer an outstanding ship on the Liverpool route she had consistently carried an average of about 1,000 westbound passengers. She had made an unusual detour via Milford Haven in October 1889 to land 120 members of Barnum's Circus, who were conveyed by special train to London.

The London-Halifax-Boston service was resumed by the *Australia* and *Caledonia* during the summer of 1884, and continued at three-weekly intervals until the end of 1885, after which the 3,600 ton chartered steamers *British Queen* and *British Crown* took over. The Anchor Line was associated with these activities for a few months longer and then severed for good its North Atlantic connection with London.

An entirely new development took place in 1888 in the form of a fortnightly service between New York and Kingston (Jamaica) by the *Dorian* and *Tyrian*. The service remained in operation for about four years and was then acquired by the Forward Brothers, whose steamers had been running on the same route for a number of years.

The Mediterranean-New York service had continued to thrive, and during the year 1890 nearly 19,000 passengers were landed at New York in the course of 38 voyages. This total comfortably exceeded that for the Company's Glasgow-New York service, although it should be borne in mind that the passengers on the southern route consisted almost entirely of steerage. The time was not yet ripe for new ships to be built for the trade, but by degrees larger and better ships were employed. In this connection the 2,700 ton *Utopia* was re-engined in 1890, fitted with improved accommodation and despatched from Glasgow to the Mediterranean, whence she proceeded to New York and back. She started a second voyage from Trieste and Naples in March 1891 with over 800 passengers and a crew of 59.



A gale was blowing when the *Utopia* reached Gibraltar and when she came abreast of the British ironclad *Anson* the wind, aided by a strong current, blew her across the warship's bows and the ram tore such a hole in her side that she sank within five minutes. The majority of her passengers were below deck and in the ensuing stampede the death roll reached the appalling total of 562.

Several new ships were commissioned for the Indian services from 1889 onwards, including the *Anglia* (II), *Scotia* (II), *Scindia* and *Algeria*, each of which made a few voyages between the Mediterranean and New York during the next few years. The *Britannia* (II), built in 1880, was detailed to the service in 1893-94 as were, for a short time, the Barrow Company's *Hesperia* and *Karamania*, which were permanently attached to the service in 1896. They were joined by the *Algeria* in 1899. The Glasgow-Mediterranean service continued on a reduced scale until 1894, after which there were only occasional sailings, due in part to the ever increasing tendency for the Mediterranean-New York steamers to make this a two-way service instead of merely one leg of the original triangular route.

The *City of Rome*'s first voyage on the Glasgow-New York route took place in May 1891, her consorts being the *Furnessia*, *Circassia*, *Devonia*, *Anchoria* and *Ethiopia*. The *Anchoria*, *Ethiopia* and *Furnessia* had been re-engined, the last-named only a few months previously, when the opportunity was taken to rebuild her passenger accommodation and reduce her funnels from two to one. The *Bolivia* had been transferred to the Mediterranean-New York trade in 1887, and the *Devonia* was withdrawn from service in 1893. In spite of the fact that the *City of Rome* ran only during the busy season, the Company still had ample tonnage for the Glasgow-New York route as a fortnightly service met the reduced demands of the trade during the winter. The one exception was during a temporary boom in 1896, when the Allan Line's *State of California* was chartered for three round voyages. Twelve months later there was a further falling off in business and the *Circassia* was withdrawn. Sailings during the next two years averaged only 33 a year.

It cannot be denied that the fortunes of the Company's Glasgow-New York service were at a low ebb during the closing years of the century. Several new ships had been added to the Bombay and Calcutta services during the previous decade, but not one to the North Atlantic. It was partly to remedy this state of affairs that a limited liability company under the style of ANCHOR LINE (HENDERSON BROTHERS) LIMITED was formed in September 1899. At the same time the interest in the shipbuilding business of D. & W. Henderson Ltd. was disposed of, but this did not prevent the Company from placing several important orders with them at a later date.

The Boer War broke out about a month after the Company's reconstruction. The *City of Rome* was one of several ships chartered from the Company for use as transports or hospital ships, but this did not interfere with her North Atlantic schedule as the duties were

performed at a time of year when she would otherwise have been laid up.

One of the first steps taken by the new Company was the purchase of the Shaw, Savill & Albion *Tainui* of 5,100 tons, built in 1884. After various alterations had been made to her accommodation and her masts reduced from four to two she was placed in service in December 1899 as the *Astoria*.

The first North Atlantic steamers to be built by the new Company were the 4,300 ton single-screw *Calabria* and *Perugia*, which were completed in 1901 for the Mediterranean-New York service. Their comparatively small dimensions caused some comment as the days of the Anchor Line's monopoly of the trade were long past. The 4,800 ton *Italia* (II) was added in 1904. These additions enabled the Company to withdraw the *Bolivia*, *California*, *Victoria*, *Karamania* and *Hesperia*, all of which had been regularly employed in the trade for some years.

By the turn of the century the career of the *City of Rome* was fast drawing to a close. There had been some talk of re-engining her, but the cost would have been out of all proportion to the results achieved, and it was decided instead to lay down the 8,300 ton twin-screw *Columbia* (II), which left Glasgow in May 1902 on her maiden voyage to New York. The *City of Rome* had made her last North Atlantic voyage in the previous September and was later scrapped in Germany. Her passing enabled the Barrow Steamship Company to be wound up as, from 1894 onwards, the other units of their fleet had gradually been transferred to the Anchor Line or scrapped.

Owing to the success of the *Columbia*, orders were placed for a slightly larger ship, the 9,200 ton *Caledonia* (III), which started her career in March 1905. The most noticeable difference between the two ships was that the *Columbia* had three funnels whereas the *Caledonia* had only two. The commissioning of the new ships enabled the *Anchoria* and *Ethiopia* to be withdrawn.

The 8,700 ton *California* (II) was placed in service in 1907 and the 11,000 ton *Cameronia* in 1911, the latter being the first ship in the Company's fleet to exceed 10,000 tons. The four "C's" were fully capable of maintaining a weekly service between Glasgow and New York. The *Astoria* had already been withdrawn and the *Furnessia*, the last of the veterans, was scrapped soon afterwards.

The Company had made a remarkable recovery from the lowly position it had occupied amongst North Atlantic lines at the turn of the century, and had fully maintained its place in the Indian trades, for which several new ships had been built. A good deal of surprise was caused, therefore, when it became known in November 1911 that the Cunard Line had purchased the entire ordinary share capital of the Anchor Line, which, however, retained its independent existence. A few months later the Anchor Line, in its turn, acquired a controlling interest in Thomas & John Brocklebank Ltd., to whom the steamers of the Anchor Line Calcutta service were transferred.



They ran subsequently on the same route for the Anchor-Brocklebank Line.

The *Caledonia* was fitted out as a transport soon after the outbreak of World War I in August 1914, and three months later the *Columbia* was commissioned as an armed merchant cruiser under the name *Columbella*. She served with the 10th Cruiser Squadron. Their places on the North Atlantic were taken by the 14,300 ton *Tuscania* and *Transylvania*, which had been laid down for a joint Cunard-Anchor service between the Mediterranean and New York, and were notable as the first ships on the North Atlantic with geared turbines. The *Transylvania* had made a few voyages for the Cunard Line before her transfer to the Anchor, but the *Tuscania* sailed under Anchor auspices from the first.

The advantages of the Cunard-Anchor alliance became fully apparent in the spring of 1915, when it was arranged for the *Cameronia*, *Tuscania* and *Transylvania* to proceed from Glasgow to New York via Liverpool in order to fill gaps in the Cunard sailing schedule. When the *Transylvania* was taken up as a transport in May 1915 the *California* was routed via Liverpool in her stead.

It was announced in September 1916 that the Anchor Line had acquired the Donaldson Line passenger steamers *Letitia*, *Saturnia*, *Cassandra* and *Athenia*, which until the war had been maintaining a weekly service between Glasgow and Canada. A new company, ANCHOR-DONALDSON LIMITED, was formed to operate them.

The Anchor Line was one of the North Atlantic lines most heavily hit by war losses, and in December 1916 the *Caledonia* and *Perugia* were torpedoed in the Mediterranean. Within six months three more ships—the *California*, *Cameronia* and *Transylvania*—were lost, and finally the *Tuscania* in February 1918. Thus, at the time of the Armistice the only survivor of the North Atlantic fleet was the *Columbella* (ex-*Columbia*) plus the two Mediterranean-New York steamers *Calabria* and *Italia*. The allied Anchor-Donaldson Line lost the *Athenia* and *Letitia*.

Immediate steps were taken to rebuild the fleet, and the keels of five 16,000 ton ships were laid on the Clyde at intervals between March 1919 and February 1920. In the meanwhile the renamed *Columbia* made her first post-war voyage from Glasgow to New York in August 1919, and for the next 18 months was the only passenger ship available on the route although two wartime standard cargo steamers were acquired. The *Italia* and *Calabria* took part in a Mediterranean-New York service jointly with the Cunard *Pannonia*, which was withdrawn towards the end of 1921.

The 8,000 ton ex-German *Ypiranga* and *Kigoma* were purchased by the Company at the end of 1920 and renamed *Assyria* and *Algeria* respectively. The *Algeria* made her first voyage from Glasgow to New York in February 1921, but before joining her the *Assyria* was despatched on a round voyage to Bombay.

The first of the new steamers, the 16,350 ton *Cameronia* (II), was launched in December 1919. Fitting out proceeded slowly and was completed at Cherbourg owing to a strike of shipyard joiners. Her maiden voyage took place in May 1921 from Liverpool to New York under Cunard auspices, and during the next year or two she was extensively employed by Cunard. She was a sister ship of the Cunard *Tyrrhenia*, better known as the *Lancastria*.

The next ship to be commissioned was the *Tuscania* (II), whose maiden voyage took place in September 1922 from Glasgow. Her dimensions were similar to the *Cameronia*'s, but her tonnage was nearly 17,000 as she had an additional promenade deck. She was originally intended for the Mediterranean service and did, in fact, start the first of two voyages therein in November 1922, following one by the *Cameronia* in August. The *Italia* and *Calabria* had already been withdrawn, and owing to the rapid strides made by the Italian lines and the virtual ban on the carriage of Italian emigrants by foreign lines, the Mediterranean-New York service was abandoned at the conclusion of the *Tuscania*'s voyages. The *Tuscania*, *Cameronia*, *Columbia* and *Assyria* were able to maintain a weekly service between Glasgow and New York, and in consequence the *Algeria* was sold to her original owners, the Hamburg-American Line, in December 1922.

The third new ship, the *California* (III), was almost identical with the *Tuscania*. Work on her had been slowed down from time to time, and she did not start her maiden voyage until August 1923. The final pair had been laid down within a few months of the *California*, but, due partly to the abandonment of the Mediterranean-New York service and partly to the U.S. Immigration restrictions, work on them was suspended altogether for about two years. Eventually the *Transylvania* (II) was launched in March 1925 and the *Caledonia* (IV) in April, their maiden voyages taking place six months later. Both were similar to their immediate predecessors except that they had three funnels instead of one. This was done for effect as the first and third funnels were dummies.

The commissioning of the *Transylvania* and *Caledonia* enabled the *Columbia* to be sold and the *Assyria* transferred to the Bombay service. As only four of the new steamers were required on the Glasgow-New York route it was fortunate that the Cunard Line started a new London-Havre-Southampton-New York service in 1926 and required a fourth steamer to take part in it. The *Tuscania* was an obvious choice and was regularly employed under the Cunard flag until 1931.

Under Cunard management the *Tuscania* carried cabin, tourist third cabin and third class passengers, but the *Cameronia* and *California* continued to carry first, second and third class until 1929, when they followed suit. The *Transylvania* and *Caledonia* continued as first class carriers for some years longer, but in the autumn of 1930 their second class accommodation became tourist. This is a very good



example of the then fast-disappearing distinction between first and cabin, and between second and tourist classes.

The trade depression of the early 1930's had a serious effect on the fortunes of all North Atlantic lines. The Anchor Line was as hard hit as any, and in May 1935 a court order was made for the compulsory winding up of the firm of Anchor Line (Henderson Brothers) Ltd. The fleet and other assets were sold and a new company, ANCHOR LINE (1935) LIMITED, formed, in which the Cunard Line had no interest. Runciman (London) Limited were appointed managers of the new company, the title of which was abbreviated to ANCHOR LINE LIMITED in 1936. The Anchor-Donaldson Line was also disbanded in 1935 and the *Athenia* (II) and *Letitia* (II) passed to the Donaldson Atlantic Line.

The changes just recorded had no immediate effect on the activities of the Anchor Line fleet, but the *Tuscania* was still a spare ship and was sold to the General Steam Navigation Company of Greece in 1939. Since the early 1920's she or one of her consorts had made spring and autumn voyages to Bombay to augment the smaller ships of the Indian service. This arrangement was, however, discontinued with the commissioning of the 11,000 ton motor ships *Circassia* and *Cilicia* for the Indian service in 1937-38. At about the same time improvements were made in the passenger accommodation of the four North Atlantic survivors, and their speed was increased from 15½ to 17 knots.

The *Caledonia* and *Transylvania* were taken up by the Admiralty as armed merchant cruisers soon after the outbreak of World War II, and the former (renamed *Scotstoun*) was sunk by enemy action in June 1940. The *Transylvania* met a similar fate two months later, thereby bringing to an end the continuous line of three funnelled ships operated by the Company since 1882. The *California* was lost in 1943, but the *Cameronia* survived the war although she had a narrow escape in December 1942, when she was hit by a torpedo fired from a German bomber.

For a second time the Company's North Atlantic fleet was reduced to one ship, but on this occasion there was no early prospect of restarting passenger sailings as the *Cameronia* was retained by the British Government for trooping duties, and her subsequent re-conditioning was not completed until the autumn of 1949. Even then she did not return to the North Atlantic but, instead, was placed in the United Kingdom-Australia emigrant service. The Company is still actively interested in the Glasgow-New York trade, which is at present carried on by the 9,000 ton *Egidia*, *Elysia* and *Eucadia*, each of which has accommodation for 12 first class passengers. The *Circassia* and *Cilicia* both survived the war, and in 1948 were joined on the Bombay route by the 11,000 ton motor ship *Caledonia* (V), the commissioning of which enabled the veteran of the Indian fleet, the *Castalia*, to be sold.

The United Molasses Company Limited of London acquired the

entire ordinary stock of Anchor Line Limited in June 1950, and 100 per cent of its preference shares in August 1953. No change has taken place in the Company's management, which is still undertaken by Runciman (London) Limited.

1. (1856) *Tempest*  
866. 214×29. C-1-3. I-S-I(2)-9 (Stephen). (I; II; Intde; III). Built 1855 as sailing ship. 1856 purchased by Anchor and engines installed. 1856 (8/10) F/V Glasgow-New York. 1857 (11/2) L/V New York-Glasgow. Disappeared at sea (150).
2. (1859) *United Kingdom*  
1,255. 245×33. C-1-3. I-S-I(2)-10 (Steele). (Saloon cabin; forward cabin; steerage). Built 1857 and employed as transport to Indian Mutiny. 1859 (15/4) F/V Glasgow-Quebec-Montreal. (Glasgow-New York in winter and after 1865.) 1869 (19/4) L/V New York-Glasgow. Disappeared at sea (80).
3. (1859) *John Bell (c)*  
1,101. 231×33. C-1-3. I-S-I(2)-9 (Stephen). (Saloon cabin; forward cabin; steerage). Built 1854 as sailing ship for John Bell. 1856 chartered to Anchor Line and engines installed. 1857 employed as transport to Indian Mutiny. 1859 (20/5) F/V Glasgow-Quebec-Montreal (to New York in winter). 1861 (12/10) L/V Glasgow-Quebec-Montreal. 1862 sold to Allan Line (*q.v.*). 1863 renamed *Saint Patrick*. 1875 engines removed; later became *Diamant*.
- ——— *United Provinces*  
1,200 (never ran for Company).
4. 1860 *United States*  
1,202. 240×32. C-1-3. I-S-I(2)-10 (Tod & McGregor). (Saloon cabin; forward cabin; steerage). 1860 (15/12) M/V Glasgow-New York. 1861 (25/4) wrecked on Bird Rock, Gulf of St. Lawrence (1).
5. 1862 *Caledonia (I)*  
1,348. 259×33. C-1-3. I-S-I(2)-10 (Tod & McGregor). (Saloon cabin 40; forward cabin 90; III-300). 1862 (25/2) M/V Glasgow-Portland-New York. 1862 (31/12) wrecked near Cape Cod (Mass.); salvaged, sold and renamed *Concordia*. 1872 wrecked.
6. 1863 *Britannia (I)*  
1,392. 261×33. C-1-3. I-S-I(2)-10 (Tod & McGregor). (Saloon cabin 40; forward cabin 90; III-300). 1863 (8/7) M/V Glasgow-Quebec-Montreal. 1873 (27/1) wrecked on Isle of Arran (0).
7. 1863 *Caledonia (II)*  
1,393. Ditto. 1863 (11/12) M/V Glasgow-Portland-New York. 1872 lengthened to 311 ft. (2,125 tons) and compounded. 1875 inaugurated Glasgow-Bombay service. 1875-80 Glasgow-Mediterranean. 1880-81 and 1884-85 London-Halifax-Boston. 1886 onwards Glasgow-Mediterranean. 1898 scrapped.
8. 1864 *Napoli*  
635. 206×25. C-1-3. I-S-I(2)-9 (Connell). Built for Mediterranean service. 1866 (25/8) F/V on N. Atlantic, Glasgow-St. John, N.B. (2 R/V). 1872 lengthened to 252 ft. (843 tons). 1876-78 Bordeaux-New York service. 1879 sold; name retained.
9. 1865 *Hibernia*  
1,569. 270×33. C-1-3. I-S-I(2)-10 (Stephen). (Saloon cabin 60; forward cabin 100; III-550). 1865 (9/6) M/V Glasgow-New York. 1868 (24/11) foundered 700 miles from Irish coast (66).



10. (1866) *Iowa*  
 (1873) *Macedonia*  
 1,988. 315×34. C-1-4. I-S-GI-10 (Malcolmson). (Saloon cabin; second cabin; intermediate; III). Built 1864 for London & N.Y. Line (*q.v.*). 1866 (30/6) F/V Glasgow-New York. 1873 tonnage increased to 2,273, compounded and renamed. 1873 (31/12) F/V as *Macedonia*, Glasgow-New York. 1875-80 Glasgow-Bombay service (except 1879 when Mediterranean-New York). 1881 (29/5) wrecked Mull of Kintyre (0).
11. 1866 *Acadia*  
 749. 217×26. C-1-3. I-S-I(2)-9 (Stephen). 1866 (8/9) M/V Glasgow-St. John, N.B. 1867-74 ditto (one to four voys. each year). 1874 lengthened to 265 ft. (1,082 tons) and compounded. 1876-77 London-St. John, N.B. (one or two voys.). 1877 onwards Glasgow-Mediterranean service. 1891 sold.
12. 1866 *Columbia* (I)  
 1,698. 283×34. C-1-3. I-S-I(2)-10 (Stephen). 1866 (19/10) M/V Glasgow-New York. 1878 tonnage increased to 2,030 and compounded; Bombay service. 1879 Mediterranean-New York. 1880-81 London-Halifax-Boston. 1882-91 Mediterranean-New York. 1894 became *Francesco Crispi* (Italian). 1898 (Aug.) wrecked on Shipwash.
13. 1867 *Grecian*  
 744. 214×28. C-1-3. I-S-I(2)-9 (Duncan). 1868 (25/3) F/V on N. Atlantic, Glasgow-Halifax-St. John, N.B. 1869 (16/11) F/V Naples-New York. 1869 (15/12) wrecked on Long Island (0).
14. 1867 *Trojan*  
 744. 214×27. C-1-3. I-S-I(2)-9 (Duncan). Built for Mediterranean service. 1871-74 several voyages, London-Halifax-St. John, N.B. 1874 (9/4) L/V ditto; disappeared at sea.
15. 1867 *Europa*  
 1,840. 290×34. C-1-3. I-S-I(2)-10 (Stephen). 1867 (25/9) M/V Glasgow-New York. 1874 lengthened to 338 ft. (2,277 tons) and compounded. 1875-78 Glasgow-Bombay service. 1878 (17/7) sunk in collision.
16. (1868) *Scandinavia*  
 620. 204×26. C-1-2. I-S-I(2)-9 (Earle). Built 1865 as *Columbia* (British). 1869-72 North Sea feeder service. 1872 lengthened to 258 ft. (1,137 tons); three masts. 1876 compound engines. 1877 Glasgow-Mediterranean-New York-Glasgow. 1883 onwards Glasgow-Mediterranean. 1889 sold; became *Sirius* (British).
17. 1868 *Dacian*  
 1,038. 237×30. C-1-3. I-S-I(2)-10 (Duncan). Built 1868 for Mediterranean service. 1869 (19/5) F/V Glasgow-New York. 1869 (20/12) F/V Naples-New York. 1870 Glasgow-Mediterranean-New York-Glasgow. 1872 (9/4) wrecked near Halifax (0).
18. 1868 *Dorian*  
 1,039. Ditto. Built 1868 for Mediterranean service. 1869 (20/3) F/V Glasgow-Halifax-St. John, N.B. 1869 (5/5) F/V Glasgow-New York. 1869 (6/12) F/V Naples-New York. 1878 compound engines. 1888-92 New York-Jamaica. 1892 sold.
19. 1869 *India*  
 2,290. 312×37. C-1-2. I-S-I(2)-12 (Simons). Purchased on the stocks. 1869 (5/2) M/V Glasgow-New York. 1875-79 Glasgow-Bombay. 1877 compound engines. 1880-83 Glasgow-Bombay or Mediterranean-New York. 1884 onwards Glasgow-Mediterranean-New York-Glasgow. 1894 sold.

20. 1869 *Cambria*  
1,997. 325 × 35. C-1-3. I-S-I(2)-12 (Duncan). (I-100; II-75; III-600). 1869 (7/5) M/V Glasgow-New York. 1870 (19/10) wrecked on Inishtrahull Island (196).
21. 1869 *Tyrian*  
1,039—details as (17). Built for Mediterranean service. 1869 (30/10) F/V Naples-New York (first sailing of service). 1870-88, many voyages Glasgow-Mediterranean-New York-Glasgow or Glasgow-Halifax-St. John, N.B. 1879 compound engines. 1888-92 New York-Jamaica. 1892 sold. (In 1913 was *Tyrian* (Canadian Govt. cable ship).)
22. 1870 *Anglia* (I)  
2,253—details as (20). (Stephen). (I-100; II-75; III-600). 1870 (28/1) M/V Glasgow-New York. 1876 (24/3) F/V London-Halifax-St. John, N.B. 1876 (10/6) F/V London-New York. 1879-80 Mediterranean-New York. 1880 (30/6) F/V London-Halifax-Boston. 1880 (10/9) collision with barque *Trongate* (0).
23. 1870 *Australia*  
2,244—details as (20). (I-100; II-75; III-600). 1870 (11/3) M/V Glasgow-New York. 1876 (13/5) F/V London-New York. 1877 compound engines. 1881 and 1884-85 London-Halifax-Boston. 1892 sold; 1894 scrapped.
24. 1870 *Sidonian*  
1,236. 258 × 32. 1-3. I-S-I(2)-10 (Duncan). 1870 (8/6) M/V Glasgow-New York (1 R/V). 1870 onwards Glasgow-Mediterranean-New York-Glasgow or Glasgow-Halifax-St. John, N.B. 1877 compound engines. 1877 onwards Glasgow-Mediterranean-New York-Glasgow. 1893 sold.
25. 1870 *Ismailia*  
1,630. 300 × 33. 1-3. I-S-C2-10 (Duncan). 1870-73 Glasgow-Mediterranean-New York-Glasgow or London-Halifax-St. John, N.B. 1873 (29/9) L/V New York-Glasgow; disappeared at sea (52).
26. 1870 *Alexandria*  
1,630. Ditto. Launched 1870 (14/9). 1870-75 Glasgow-New York or Glasgow-Halifax-St. John, N.B. or Glasgow-Mediterranean-New York-Glasgow. 1876 onwards mainly latter service. 1895 sold (British); name retained.
27. 1871 *Assyria*  
1,630. Ditto. Launched 1871 (9/1). 1871 (18/3) M/V Glasgow-Halifax-St. John, N.B. 1871 (3/5) F/V Glasgow-New York (4 R/V). 1871 (Nov.) onwards mainly Glasgow-Mediterranean-New York-Glasgow, but 1881 Barrow-Dublin-New York. 1894 sold; scrapped.
28. 1871 *Trinacria*  
2,107. 306 × 34. 1-3. I-S-C2-11 (Duncan). 1871 (2/9) M/V Glasgow-Halifax-St. John, N.B. 1871 (18/10) F/V Glasgow-New York. 1875-79 Glasgow-Bombay. 1880 London-Halifax-Boston. 1882 Glasgow-Mediterranean-New York-Glasgow. 1892 wrecked off Corunna.
29. 1872 *Olympia*  
2,051. 307 × 35. 1-3. I-S-C2-11 (Connell). Launched 1871 (16/11). 1872 (2/4) M/V Glasgow-Halifax-St. John, N.B. 1872 (22/5) F/V Glasgow-New York. 1876 Glasgow-Mediterranean-New York-Glasgow (occasional voyages to Bombay). 1881 Barrow-Dublin-New York. 1882-97 Glasgow-Mediterranean-New York-Glasgow. 1898 sold.
30. 1872 *California* (I)  
3,287. 361 × 40. S-1-3. I-S-C2-13 (Stephen). (I-150; II-80; III-700). Launched 1872 (12/3). 1872 (15/6) M/V Glasgow-New York. 1878 (24/7) F/V London-New York. 1881 new compound engines. 1882-87 Indian services. 1887 onwards Mediterranean-New York. 1905 scrapped at Genoa.



31. 1872 *Victoria*  
3,242. 360×40. S-1-3. I-S-C2-13 (Duncan). (I-150; II-80; III-700).  
Launched 1872 (7/5). 1872 (2/11) M/V Glasgow-New York. 1878 (14/8) F/V  
London-New York. 1882 new compound engines. 1882-88 Indian services.  
1888 onwards Mediterranean-New York. 1905 scrapped.
32. 1872 *Italia (I)*  
2,245—details as (28). Launched 1872 (24/7). 1872 Glasgow-Mediterranean  
-New York-Glasgow. 1873 (2/7) F/V Glasgow-New York (10 R/V). 1874 (Sept.)  
Glasgow-Mediterranean-New York-Glasgow. 1877-80 Glasgow-Bombay. 1881  
Barrow-Dublin-New York. 1882 onwards Mediterranean-New York. 1898  
sold; scrapped.
33. 1873 *Castalia*  
2,201—details as (29) (Connell). Launched 1872 (17/12). 1873 (12/3) M/V  
Glasgow-New York (11 R/V). 1874 onwards Glasgow-Mediterranean-New  
York-Glasgow. 1884 wrecked in the Mediterranean.
34. 1873 *Elysia*  
2,733. 351×35. S-1-3. I-S-C2-13 (Elder). (I-100; II-40; III-500). Launched  
1873 (28/6). 1873 (11/10) M/V Glasgow-New York. 1876 (27/5) F/V London  
-New York. 1883 new compound engines. 1883 onwards Mediterranean-New  
York. 1898 sold; scrapped.
35. 1873 *Ethiopia (B)*  
4,005. 402×40. S-1-3. I-S-C2-13 (Stephen). (I-200; II-100; III-800).  
Launched 1873 (12/8). 1873 (13/12) M/V Glasgow-New York. 1884 new  
compound engines. 1904-05 L/V Glasgow-New York. 1907 sold; scrapped.
36. 1874 *Bolivia (B)*  
4,050. 400×40. S-1-3. I-S-C2-13 (Duncan). (I-200; II-100; III-800).  
Launched 1873 (25/10). 1874 (4/4) M/V Glasgow-New York. 1887 (28/4)  
L/V ditto—apart from 1892 (2 R/V) and 1893 (2 R/V). 1887 onwards Mediter-  
ranean-New York. 1891 triple-expansion engines. 1905 sold; scrapped.
37. 1874 *Utopia*  
2,731. 350×35. S-1-3. I-S-C2-13 (Duncan). (I-120; II-60; III-600).  
Launched 1874 (14/2). 1874 (21/4) M/V Glasgow-New York. 1876 (29/4)  
F/V of Company London-New York. 1882 onwards Mediterranean-New York.  
1891 triple-expansion engines. 1891 (17/3) sank after colliding with H.M.S.  
*Anson* in Gibraltar Bay (562).
38. 1875 *Anchoria (B)*  
4,168. 408×40. S-1-3. I-S-C2-13 (Barrow S.B. Co.). (I-200; II-100; III-800).  
Launched 1874 (27/10). 1875 (13/11) M/V Glasgow-New York. 1904-05 L/V  
ditto. 1906 sold; resold to Germany (name retained but engines removed).  
1922 scrapped in Germany.
39. 1876 *Alsatia*  
2,810. 357×36. S-1-3. I-S-C2-13 (Henderson). 1876 (20/5) M/V Glasgow-  
New York. 1877 (16/6) F/V London-New York. 1882-1901 Mediterranean  
-New York. 1886 triple-expansion engines. 1901 sold.
40. 1877 *Devonia (B)*  
4,270. 400×42. S-1-3. I-S-C2-13 (Barrow S.B. Co.). (I-200; II-100; III-800).  
1877 (2/6) M/V Glasgow-New York. 1893 (19/10) L/V ditto. 1899 scrapped  
at Hamburg.
41. 1878 *Circassia (B)*  
4,272. Ditto. 1878 (11/7) M/V Glasgow-New York. 1897 (16/9) L/V ditto.  
1900 sold; scrapped.

42. 1880 *Britannia* (II)  
3,069. 350×38. S-1-2. I-S-C2-11 (Henderson). Built 1880 for Bombay service (M/V 1880 (10/1) ). 1892-94 Mediterranean-New York service. 1895-1904 (or later) Bombay or Calcutta service.
43. 1881 *Furnessia* (B)  
5,495. 445×45. S-2-2. I-S-C2-14 (Barrow S.B. Co.). 1881 (27/1) M/V Glasgow-New York. 1883 (9/5) F/V Liverpool-New York (6 R/V). 1883 (7/12) resumed Glasgow-New York. 1891 triple-expansion engines; funnels reduced to one. 1909 II and III only. 1911 L/V Glasgow-New York. 1911 sold; 1912 scrapped at Barrow.
44. 1882 *Hesperia* (B)  
3,037. 340×38. S-1-2. I-S-C2-11 (Henderson). Built for Indian service (M/V 1882 (23/5) Glasgow-Bombay). 1896 onwards Mediterranean-New York. 1905 sold; scrapped.
45. 1882 *Belgravia*  
4,977. 400×45. S-1-2. I-S-C2-13 (Henderson). Built for Indian service (M/V 1882 (23/5) Glasgow-Calcutta). 1883 (30/5) F/V Liverpool-New York (5 R/V). 1883 (14/12) F/V Glasgow-New York (2 R/V). 1884-89 Bombay service. 1890 onwards Mediterranean-New York. 1896 sold.
46. (1882) *City of Rome* (B)  
8,415. 560×52. C-3-4. I-S-C6-16 (Barrow S.B. Co.). (I-520; III-810). Built 1881 for Inman Line (*q.v.*). 1882 (24/8) F/V for Anchor Liverpool-New York. 1890 (4/10) L/V ditto. 1891 (7/5) F/V Glasgow-New York (I-75; II-250; III-1,000). 1898 (Sept.) repatriated 1,690 Spanish officers and men to Santander after Spanish-American War. 1901 (26/9) L/V Glasgow-New York. 1902 sold to German shipbreakers.
47. 1883 *Karamania* (B)  
3,148. 340×39. S-1-2. I-S-C2-11 (Henderson). Built for Calcutta service (M/V 1883 (17/2) ). 1893 Mediterranean-New York service. 1894-95 Glasgow-Calcutta. 1896 onwards Mediterranean-New York. 1904 sold.
- 47a. (1884) *Austral* (c)  
5,524. 456×48. S-2-4. S-S-C3-15 (Elder). Owners Orient Line, on whose account she ran. 1884 (19/4) F/V Liverpool-New York. 1883 (4/10) L/V ditto (7 R/V).
- 47b. (1885) *British Queen* (c)  
3,558. 410×39. S-1-4. S-S-C4-12 (Harland & Wolff). Built 1881 for British Shipowners Co. (see American Line). 1885 (2/12) F/V London-Boston. 1887 ran for Furness Line (*q.v.*) on same route.
- 47c. (1886) *British Crown* (c)  
3,563. 410×39. S-1-4. I-S-C4-12 (Harland & Wolff). Built 1880 for British Shipowners Co. (see American Line). 1886 (10/2) F/V London-Boston. 1887 ran for Furness Line (*q.v.*) on same route.
48. 1889 *Anglia* (II)  
3,287. 340×43. S-1-2. S-S-T3-12 (Henderson). Built for Calcutta service (M/V 1889 (21/2) ). 1890-91 Mediterranean-New York service. 1892 returned to Calcutta service; capsized in R. Hooghly.
49. 1889 *Scotia*  
2,763. 310×41. S-1-2. S-S-T3-11 (Henderson). Built for Calcutta service (M/V 1889 (16/11) ). 1890-91 Mediterranean-New York; 1892 Calcutta service. 1893-97 Mediterranean-New York. 1898-1901 Calcutta and Bombay services. 1902-03 sold.



50. 1890 *Scindia*  
4,358. 375 × 46. S-1-2. S-S-T3-12 (Henderson). Built for Calcutta service (M/V 1890 (1/8)). 1896-98 Mediterranean-New York. 1898 sold to U.S. Govt.
51. 1891 *Algeria* (I)  
4,510. Ditto. Built for Calcutta service. 1902 onwards Mediterranean-New York. 1913 became *Cyrill* later *Virginia* (Italian). 1923 scrapped.
- 51d. (1896) *State of California* (c)  
4,244. 386 × 46. S-1-3. S-S-T3-13 (Stephen). Built 1891 (see Allan Line). 1896 (28/11) F/V for Anchor, Glasgow-New York (3 R/V).
52. (1899) *Astoria*  
5,086. 440 × 46. C-2-2. S-T4-13 (Denny). Built 1884 as *Tainui* (see Beaver Line). 1899 (28/12) F/V Glasgow-New York. 1907 (approx.) L/V ditto. 1911 scrapped.
53. 1901 *Calabria*  
4,376. 376 × 47. 1-2. S-T3-13 (Henderson). (I-20; III-1,150). Launched 1901 (9/4). 1901-14 and 1919-21 Mediterranean-New York. 1923 scrapped.
54. 1901 *Perugia*  
4,348. Ditto. (I-20; III-1,150). 1901 (30/7) M/V Glasgow-Naples. 1901-14 Mediterranean-New York. 1916 (4/12) sunk in Mediterranean.
55. 1902 *Columbia* (II)  
8,292. 485 × 56. 3-2. 2S-T6-16 (Henderson). (I-220; II-350; III-800). 1902 (17/5) M/V Glasgow-New York. 1914 (Nov.)-1919 (July) temporarily renamed *Columbella* (armed merchant cruiser). 1919 (21/8) F/V after Armistice Glasgow-New York. 1925 L/V ditto. 1926 became *Moreus* (Byron). 1928 ditto. (National S.N. Co. of Greece) (*q.v.*). 1929 scrapped in Italy.
56. 1904 *Italia* (II)  
4,806. 400 × 49. 1-2. S-T3-14 (Henderson). (I-20; III-1,400). 1904-14 and 1919-21 Mediterranean-New York.
57. 1905 *Caledonia* (III)  
9,223. 500 × 58. 2-2. 2S-T6-16 (Henderson). (I-250; II-350; III-850). 1905 (25/3) M/V Glasgow-New York. 1914 (Aug.) became a troopship. 1916 (4/12) torpedoed in Mediterranean.
58. 1907 *California* (II)  
8,662. 470 × 58. 2-2. 2S-T6-16 (Henderson). 1907 M/V Glasgow-New York. 1915 Glasgow-Liverpool-New York (Cunard-Anchor joint). 1917 (8/2) torpedoed near S.W. coast of Ireland (41).
59. 1911 *Cameronia* (I)  
10,963. 515 × 62. 2-2. 2S-T8-16 (Henderson). (I-250; II-450; III-1,000). 1911 (9/9) M/V Glasgow-New York. 1915 Glasgow-Liverpool-New York (Cunard-Anchor joint). 1917 (Jan.) became a troopship. 1917 (15/4) torpedoed 150 miles from Malta (210).
- 59e. (1914) *Campania* (c)  
12,950. 601 × 65. 2-2. 2S-T(10)-21 (Fairfield). Built 1893 for Cunard (*q.v.*). 1914 (23/5) F/V Glasgow-New York (2 R/V).
60. 1915 *Tuscania* (I)  
14,348. 549 × 66. 2-2. 2S-ST(SR)-16 (Stephen). (I-270; II-250; III-1,900). Launched 1914 (3/9). 1915 (6/2) M/V Glasgow-Liverpool-New York. 1918 (5/2) torpedoed near Rathlin Light (44).

61. (1915) *Transylvania* (I)  
14,315. Ditto. (Scott's). (I-270; II-250; III-1,900). Launched 1914 (23/5) for Cunard-Anchor service Mediterranean-New York. 1914 (7/11) M/V Liverpool-New York (for Cunard). 1915 (4/2) purchased by Anchor Line. 1915 (26/3) F/V Glasgow-Liverpool-New York. 1915 (May) became a troopship. 1917 (4/5) torpedoed in Gulf of Genoa (413).
62. (1921) *Algeria* (II)  
8,156. 449 × 55. 1-2. 2S-Q8-15 (Reihers (Hamburg) ). (Cabin 417; III-118). Built 1914 as *Kigoma* (Woermann). 1921 (16/2) F/V Glasgow-New York. 1922 (Dec.) became *Toledo* ("Hapag"). 1934 scrapped,
63. (1921) *Assyria* (II)  
8,142. 448 × 58. 1-2. 2S-Q8-14 (Krupp (Kiel) ). (Cabin 241; III-140). Built 1908 as *Ypiranga* ("Hapag"). 1921 (28/5) F/V Glasgow-New York. 1925 transferred to Bombay service. 1929 became *Colonial* (Portuguese). 1950 (Sept.) sold to British Iron & Steel Corporation and renamed *Bisco* 9; stranded near Campbeltown.
64. 1921 *Cameronia* (II)  
16,365. 552 × 70. 1-2-C. 2S-ST(DR)-16 (Beardmore). (I-265; II-370; III-1,150). Laid down 1919 (7/3). Launched 1919 (23/12). 1921 (11/5) M/V Liverpool-New York (for Cunard). 1921 (June) F/V Glasgow-New York. 1929 (May) (Cabin, TTC, III). 1940 became a troopship. 1942 (Dec.) torpedoed by dive bomber but survived. 1953 (Oct.) sold to M. of Transport; became *Empire Clyde*.
65. 1922. *Tuscania* (II)  
16,991. Ditto. (Fairfield). (I-265; II-370; III-1,150). Laid down 1919 (July). Launched 1921 (4/10). 1922 (16/9) M/V Glasgow-New York. 1926-31 ran for Cunard (q.v.) (Cabin, TTC, III). 1939 became *Nea Hellas* (General S.N. Co. of Greece) (q.v.). 1941-46 served as British transport; then reverted to G.S.N. Co. 1955 renamed *New York*.
66. 1923 *California* (III)  
16,792. Ditto. (Stephen). (I-265; II-370; III-1,150). Laid down 1919 (Oct.). Launched 1923 (17/4). 1923 (26/8) M/V Glasgow-New York. 1929 (May) (Cabin, TTC, III). 1939 (Sept.) became an armed merchant cruiser. 1942 became a troopship. 1943 (11/7) sunk by air attack.
67. 1925 *Transylvania* (II)  
16,923. 552 × 70. 3-2-C. 2S-ST(DR)-16 (Fairfield). (I-264; II-458; III-620). Laid down 1919 (Dec.). Launched 1925 (11/3). 1925 (12/9) M/V Glasgow-New York. 1930 (Oct.) II became tourist; later I became cabin. 1939 (Sept.) became an armed merchant cruiser. 1940 (10/8) torpedoed by German submarine.
68. 1925 *Caledonia* (IV)  
17,046. Ditto. (Stephen). (I-264; II-458; III-620). Laid down 1920 (Feb.). Launched 1925 (22/4). 1925 (3/10) M/V Glasgow-New York. 1930 (Oct.) II became tourist; later I became cabin. 1939 (Sept.) became an armed merchant cruiser; renamed *Scotstoun*. 1940 (13/6) torpedoed by German submarine.

Note:—(B)—registered in name of Barrow Steamship Co. Ltd.

FUNNEL: Black.

FLAG: White burgee; red anchor and cable.



## Chapter 49

1857

NORTH ATLANTIC STEAM NAVIGATION COMPANY  
(BRITISH)

THE NORTH ATLANTIC STEAM NAVIGATION COMPANY started where the Liverpool, Newfoundland and Halifax Steam Navigation Company left off, and like its predecessor was managed by the Liverpool firm of Weir, Cochrane & Co. A new feature was the "forwarding of telegraphic despatches for the continent of America via the submarine telegraph from Newfoundland".

The service was opened by the 1,387 ton iron screw *Circassian*, which sailed from Liverpool on March 7th 1857 for St. John's (Nfd.), Halifax and Portland, but put back a week later after experiencing a succession of terrific gales. The voyage was resumed after a few days. The 1,409 ton *Khersonese* followed in April, and like her consort was a product of Robert Hickson & Co. of Belfast (formerly the Belfast Iron Company), who afterwards became Harland & Wolff Ltd. The *Khersonese* fractured her propeller shaft when in mid-Atlantic on her first homeward voyage, but even so crossed from St. John's to Liverpool in 12 days and must have made good use of her sails.

The September sailing from Liverpool, originally scheduled for the *Circassian*, was, in fact, taken by the *Antelope*, and the October sailing by the *General Williams*, both of which were included in a list of the Company's fleet, the probable intention being to increase sailings from monthly to fortnightly. A severe slump had, however, set in and instead caused the Company to suspend operations.

1. 1857 *Circassian*  
1,387. 242 × 39. C-1-3. I-S-?-9 (Hickson). (Cabin; Intermediate; III). 1857 (7/3) M/V Liverpool-St. John's (Nfd.), Halifax and Portland. 1857 (11/7) L/V ditto. 1858 ran for Galway Line (*q.v.*). 1862 (May) captured by a Federal warship when blockade running. 1865 ran for North American Lloyd (*q.v.*).
2. (1857) *Khersonese*  
1,409. 246 × 39. C-1-3. I-S-?-9 (Hickson). (Cabin; Intermediate; III). Built 1855. 1856 ran for Liverpool, Newfoundland and Halifax S.N. Co. (*q.v.*). 1857 (4/4) F/V Liverpool-St. John's (Nfd.), Halifax and Portland. 1857 (8/8) L/V ditto. 1863 (or earlier) owned by George Duncan & Co. (London). Later engines removed.
3. (1857) *Antelope*  
1,400. I-S. 1857 (5/9) F/V Liverpool-St. John's (Nfd.), Halifax and Portland (1 R/V).
4. (1857) *General Williams*  
1,152. 224 × 33. C-1-3. I-S-?-9 (Leslie). Launched 1856 (20/8). 1857 (3/10) F/V Liverpool-St. John's (Nfd.), Halifax and Portland (1 R/V). 1858 ran for Greek & Oriental S.N. Co. (British). 1859 (3/4) foundered *en route* London-Piraeus for ditto.

## Chapter 50

1857

EUROPEAN & AMERICAN STEAM SHIPPING COMPANY  
(BRITISH)

THE General Screw Steam Shipping Company (chapter 38) made no attempt to resume operations on the Southampton–New York route after the Crimean War. Instead, most of the ships were laid up and advertised for sale.

Eight of the largest were purchased by the EUROPEAN & AMERICAN STEAM SHIPPING COMPANY. Of these, the *Golden Fleece*, *Hydaspes*, *Calcutta* and *Lady Jocelyn* were detailed to services between Hamburg or Antwerp, Southampton and Brazil and the remainder to a service between Bremen, Southampton and New York, which had a good deal in common with the service contemplated by the General Screw Company before the war. As on that occasion sailings were arranged to alternate with those of the American-owned Ocean Line on the same route and the New York & Havre Line between New York, Southampton and Havre. In this way a weekly service was provided between Southampton and New York.

The New York service was inaugurated by the 2,221 ton *Queen of the South*, which sailed from Bremen on April 25th 1857 and from Southampton four days later with 300 passengers. The voyage from Southampton to New York took 15 days. The *Indiana*, *Argo* and *Jason* followed at fortnightly intervals.

The service was withdrawn after 11 round voyages, as had been the Brazilian service after only three voyages. Both, and in particular the Brazilian service, had incurred heavy losses.

1. (1857) *Queen of the South*  
2,221. 254×39. C-1-3. I-S-?-9 (Mare). Built 1852 for General Screw Steam Shipping Co. (1,800 tons) (*q.v.*). 1854 became Crimean War transport. 1857 (25/4) F/V Bremen–Southampton–New York. 1859 became *The Milford Haven* (Anglo-Luso-Brazilian R.M.S.N. Co.). 1861 *Queen of the South* (East India & London Shipping Co.).
2. (1857) *Indiana*  
2,365. Ditto. Built 1852 for General Screw (1,850 tons) (*q.v.*). 1854 became Crimean War transport. 1857 (9/5) F/V Bremen–Southampton–New York. 1861 became *Indiana* (East India & London Shipping Co.).
3. (1857) *Argo*  
2,380. Ditto. Built 1852 for General Screw (1,815 tons). 1854 became Crimean War transport. 1857 (23/5) F/V Bremen–Southampton–New York. 1859 chartered to Galway Line (*q.v.*). 1859 (28/6) wrecked at Trepassey Bay (Nfd.) (0).
4. (1857) *Jason*  
2,667. 263×39. C-1-3. I-S-?-9 (Mare). Built 1853 for General Screw. 1854 became Crimean War transport. 1857 (6/6) F/V Bremen–Southampton–New York. 1857 became Indian Mutiny transport. 1859 chartered to Galway Line (*q.v.*). 1861 became *Jason* (East India & London Shipping Co.). 1862 wrecked.



## Chapter 51

1857

LONDON & CANADA STEAMSHIP LINE  
(BRITISH)

A SHORT-LIVED steamship service was established in 1857 between London, Quebec and Montreal, and according to a contemporary advertisement<sup>1</sup> was undertaken by the "Royal Mail Steamers of the Grand Trunk Railway of Canada". No evidence has been found that the "Grand Trunk" owned any steamers in 1857, and it would appear that the description normally used was LONDON & CANADA STEAMSHIP LINE. It was by no means unusual at the time for the name of a company to be omitted from its advertisements. Moreover, simultaneous announcements were appearing that the North Atlantic Steam Navigation Company ran "in direct communication with the Grand Trunk Railway of Canada, giving through bills of lading and through tickets to all the principal Canadian towns". The probability is that the London & Canada Steamship Line offered similar facilities.

The only precise details available about the London & Canada Line are that the iron screw *United Service* sailed from London to Quebec and Montreal in July 1857, followed by the *Elizabeth Jane* in August. It is clear that the service was only in operation for, at the most, a few months.

1. (1857) *United Service*  
1,200. 215×31. C-1-3. I-S (Laing). (Chief cabin; II; III). Built 1857. 1865 (or earlier) owned in Bombay. 1875 lengthened to 263 ft. (1,459 tons), compounded and renamed *Cheang Hock Kian* (owned in Singapore).
2. (1857) *Elizabeth Jane*  
1,100. (Chief cabin; II; III).

## Chapter 52

1858-61 : 1863-64

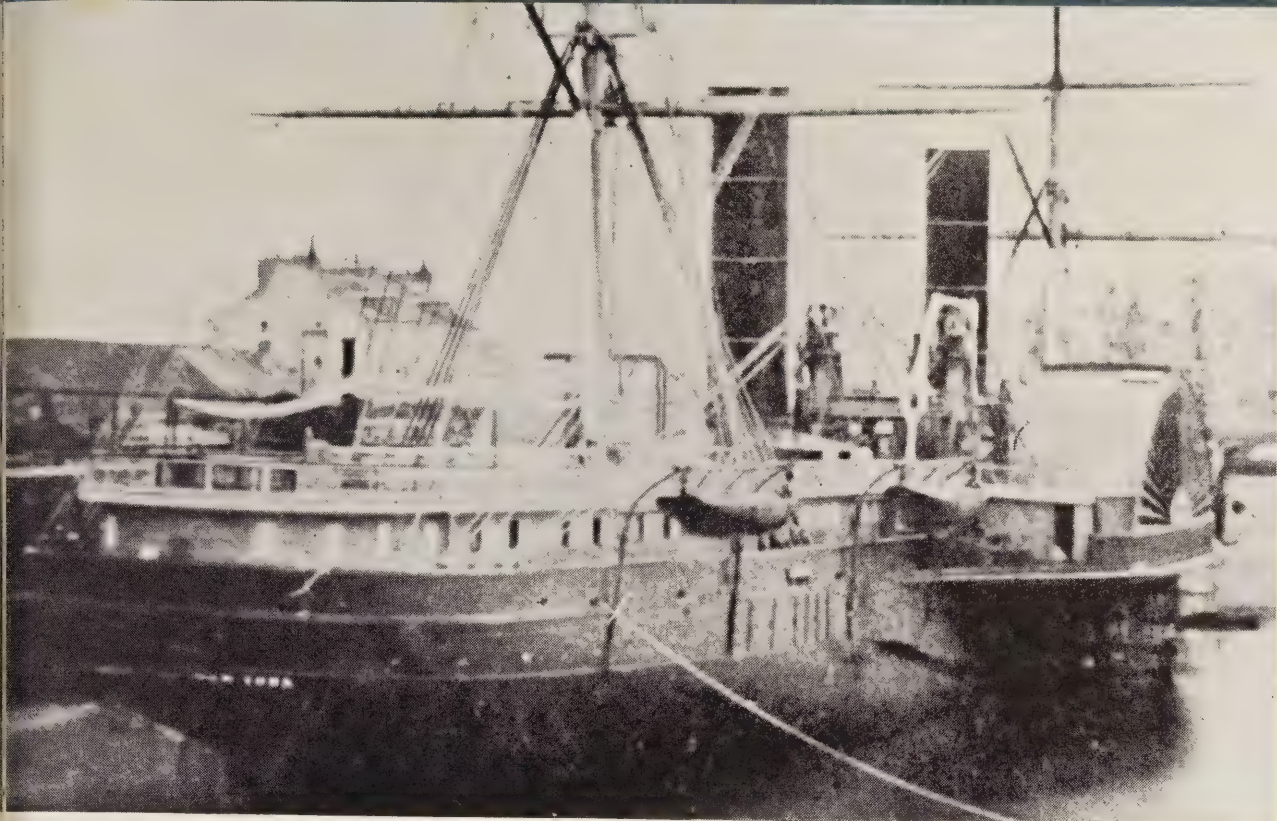
GALWAY LINE  
(BRITISH)

1858. Atlantic Steam Navigation Company

1859. Atlantic Royal Mail Steam Navigation Company

FROM the geographical point of view Galway is ideally situated as a jumping-off point for a steamship service to North America, lying as it does half way down the Atlantic coast of Ireland, about 120 miles due west of Dublin. Railway communication between

(<sup>1</sup>) *The Times*, 23/7/57.



1857

*Vanderbilt*

3,360 tons

Depicted in the Bassin de la Floride at Havre in 1857-60. One of the earliest photographs of an Atlantic liner in existence. (41-3)

CONTRE-AMIRAL M. ADAM

*facing page 160*

1866

*Ville du Havre*

3,950 tons

A rare photograph of the ex-paddle steamer *Napoleon III* as rebuilt in 1873. In collision and sunk a few months later. (61-7)

CONTRE-AMIRAL M. ADAM







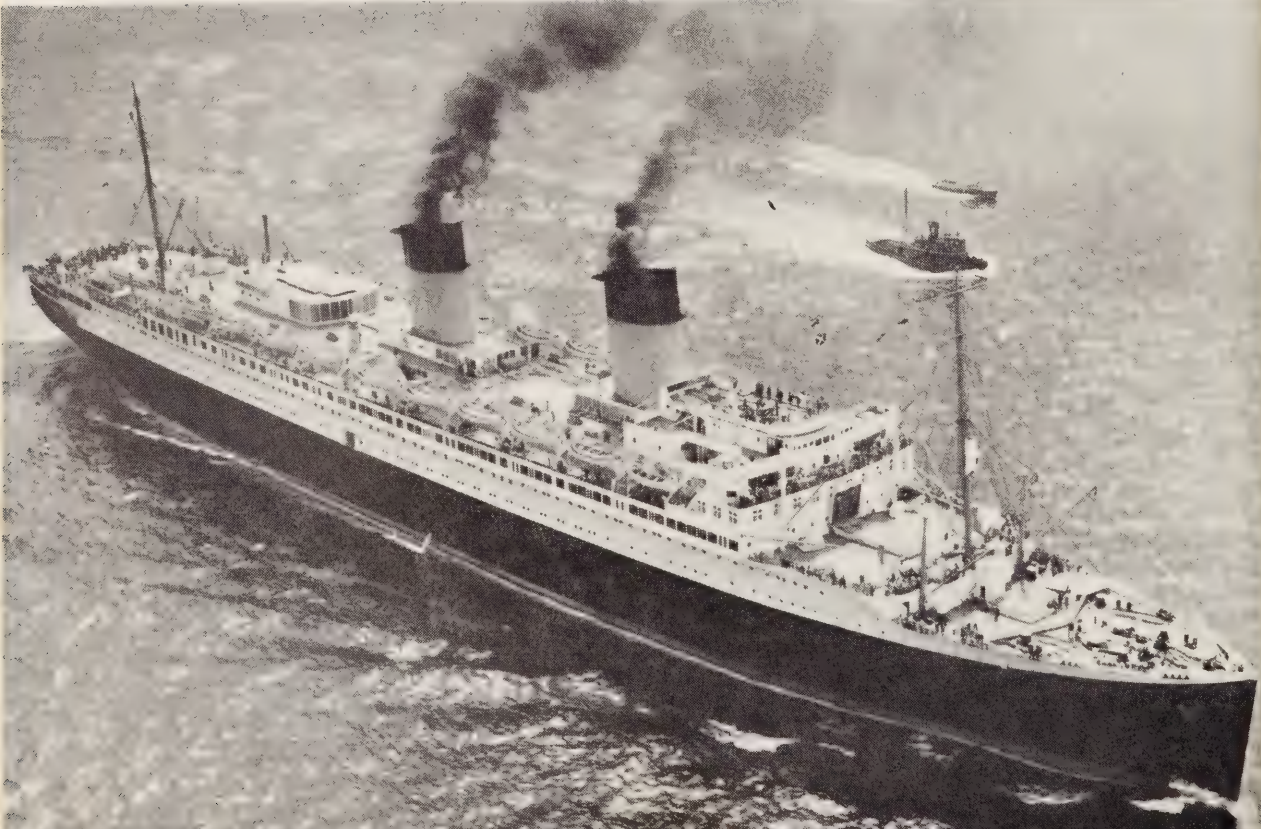
1932 *Champlain* 28,124 tons  
 The "new look" of the early 1930's. One novel feature was that the decks were free from unnecessary obstructions. (61-46)

C.G.T.

*facing page 161*

1927 *Île de France* 44,356 tons  
 As rebuilt in 1949 with two funnels instead of three. The first North Atlantic liner with gravity davits. (61-44)

C.G.T.



Dublin and Galway was established in 1851 by the Midland & Great Western Railway, which had subscribed much of the capital for an unsuccessful attempt in the previous year to establish a steamship service between Galway and New York. One of the arguments put forward in favour of Galway was that it is situated about 300 miles nearer to New York than is Liverpool, then the principal British transatlantic port. This represented a saving of over 24 hours in steaming time.

A Government commission was appointed to report on the suitability, or otherwise, of Galway as a port. Its findings were unfavourable and stressed that a vast sum of money would have to be spent to provide adequate harbour facilities. Nevertheless, a Manchester business man, John Orr Lever, and a group of associates founded the ATLANTIC STEAM NAVIGATION COMPANY<sup>1</sup> in 1858 with a view to starting a service of steamers between Galway, Halifax and New York. From earliest days the Company was best known as the GALWAY LINE.

The 1,900 ton wooden paddle steamer *Indian Empire*, built ten years previously as the *United States*, was chartered by the new Company, inspected at Southampton on May 29th 1858 by a large company of guests and despatched to Galway. She had the misfortune to strike a rock when entering Galway harbour, but sustained only slight damage and was able to open the service on June 19th with 11 passengers and a small letter mail. Further trouble was in store for her as she fractured a piston in mid-Atlantic, the remainder of the passage being made on one cylinder. She arrived at Halifax after a voyage of 12 days instead of the eight days optimistically forecast by Mr. Lever, and then proceeded to New York.

The Company's second voyage was undertaken on July 27th by the 2,000 ton iron screw *Prince Albert*, which left with 172 passengers and reached Halifax in ten days and New York in 12.

The Company's intention was to run a service to Boston as well as New York, and with this in view they chartered the 800 ton iron screw *Propeller*, which sailed from Galway on August 21st 1858 for St. John's (Newfoundland) and Boston, where she arrived on September 3rd. She left again on the 14th and reached Galway in a sinking condition on the 30th. This was the end of her North Atlantic career.

The 1,400 ton iron paddle steamer *Pacific* was chartered for the fourth voyage on August 24th 1858, and reached New York in 13 days. The *Prince Albert* and *Indian Empire* followed, the latter having over 400 passengers. Homewards, the *Indian Empire* was involved in a slight collision after leaving New York and put in at Halifax for temporary repairs. This was only the beginning of her troubles as a succession of S.E. gales caused her to run out of coal when still 300 miles from Galway. For ten days she lay to under canvas in hopes of a fair wind, and then in desperation the captain

(1) *The Times*, 1/6/58.



decided to burn the masts, bulwarks and part of the cargo of cotton to provide fuel. By this means the ship reached port after a voyage of 34 days from New York. The Company did not employ her again.

The *Pacific* started her second voyage on October 12th 1858. Included amongst her 337 passengers was Lord Bury, who was proceeding to St. John's to discuss with the Newfoundland Government the advisability of granting the Company a mail contract. Agreement was soon reached, and in February 1859 the Company was provisionally informed that they would receive a subsidy of £3,000 per round voyage for a fortnightly service from Galway to St. John's, thence to New York and Boston alternately. The contract was formally confirmed in April 1859 and was to come into operation in June 1860. In the meanwhile the Company's name was changed to ATLANTIC ROYAL MAIL STEAM NAVIGATION COMPANY, and plans were completed for the construction of four iron paddle steamers of about 3,000 tons each. It should be added that although an Atlantic cable was in operation for a few days in August 1858, permanent communication by this means was not established until 1866. One of the Company's objects was, therefore, to carry messages to St. John's for despatch thence by telegraph to all parts of North America, or vice versa.

Between the departure of the *Pacific* in October 1858 and the appearance of the first of the new steamers in July 1860 the Company arranged 24 sailings, eight of which were taken by the 1,400 ton iron screw *Circassian*, six by the *Prince Albert* and two by the *Pacific*. No less than six steamers were chartered for the eight remaining sailings, their names in chronological order being the *Adelaide*, *Argo*, *Jason*, *Brazil*, *Golden Fleece* and *Parana*. Their tonnage varied between 1,800 and 2,700, and all except the *Parana* were screw steamers. The *Argo* was wrecked in Trepassey Bay, Newfoundland, on her first homeward voyage owing to incorrect information given by a fisherman. She became a total loss, but her passengers and crew were rescued and taken to St. John's.

The contracts for two of the iron paddle steamers had been placed at Newcastle-on-Tyne and two at Hull. The Newcastle ships were the *Connaught* and *Leinster*, the former being scheduled to sail on June 26th 1860. The Hull ships were the *Ulster* and *Munster*. As laid down, accommodation was provided for 197 first class and 360 steerage passengers, but these numbers were afterwards altered.

The maiden voyage of the *Connaught* was postponed to July 10th 1860. In the meanwhile a great deal had been going on behind the scenes, and the Company was receiving a lot of undesirable publicity. In reply to a critical article in *The Times* the secretary denied that his company was *in extremis*, but admitted that arrangements were being made to dispose of the Newfoundland mail contract. It transpired that the Allan Line were to take it over, and an advertisement stated that the *North Briton*, due to leave Liverpool on July 11th, would call at Galway *en route* to St. John's

and Quebec.<sup>1</sup> As it turned out there was a last-minute hitch, and the negotiations between the two lines fell through.

It had been intended that the *Connaught* should leave without the mails, but just as she was casting off a message was received that the mails were being despatched from London. She eventually left for Boston on July 11th 1860, and took eight days instead of the appointed six to reach St. John's. The homeward voyage from Boston to Galway took no less than 13 days. This was partly due to fog, which made it impossible for the ship to call at St. John's, and partly to a mechanical defect. The second new steamer, the *Leinster*, due to sail early in September, was still in the hands of her builders, and her departure was indefinitely postponed.

The second voyage of the *Connaught* started on September 25th 1860. She left with 462 passengers and all went well until she was about 150 miles from Boston, when she sprang a leak. To make matters worse it was found impossible to work the pumps, fire broke out in the stokehold and very soon the ship was well ablaze. In the nick of time the American brig *Minnie Schiffer* hove in sight and took off everyone on board. The *Connaught* was completely destroyed.

The *Prince Albert* was now the only ship ready for service, and accordingly took the next three sailings from Galway, the last on February 26th 1861. A month previously the Postmaster-General announced that he had agreed to suspend the Company's contract until March 26th, when it was confidently expected that they would start a regular fortnightly service in accordance with the conditions laid down. The steamer scheduled for this resumed sailing was the *Hibernia*, which was none other than the *Leinster* under a new name. The *Ulster* and *Munster* had simultaneously been renamed *Columbia* and *Anglia* respectively.

The *Hibernia* and *Columbia* arrived at Southampton from their builders in time for a party of guests to visit them on March 16th 1861, and on the following day the *Hibernia* set out for Galway in preparation for her maiden voyage. She encountered a severe storm, put in at Cork in a sinking condition and instead of proceeding to Galway was diverted to Liverpool for major repairs. The *Columbia* left Southampton a few days later, having in the meanwhile recorded a mean speed of only 13·9 knots over the measured mile. She sailed from Galway on April 9th for St. John's and Boston, and should have been followed on April 23rd by the *Anglia*, the final ship of the series, which, however, had not left her builder's yard.

It was announced in March 1861 that the ex-Collins Line wooden paddle steamer *Adriatic* of 3,700 tons had been purchased by the Company. After recording a mean speed of 15·9 knots she proceeded to Galway, leaving there on April 23rd for St. John's and New York. She reached the former in 5 days 19¾ hours and did even better homewards with a time of 5 days 12 hours. She was, in fact, the first

(1) *The Times*, 10/7/60.



of the Company's fleet to cross in less than the standard time of six days laid down in the mail contract.

The repairs to the *Hibernia* took much longer than expected and in consequence the *Parana* was chartered for the next voyage. A few days later the Postmaster-General announced that owing to the failure of the Company to fulfil their undertakings he had cancelled the contract. In spite of this, however, the Company despatched two more steamers. The *Prince Albert* sailed on May 21st in place of the *Columbia*, which had been damaged on her recent homeward voyage, and the *Adriatic* on June 5th, in each case without any mails. The *Adriatic* improved considerably on her previous record by reaching St. John's in 5 days 2 hours.<sup>1</sup> Unfortunately the distance steamed during this hitherto unrecorded trip is not known, but working on the assumption that it was 1,677 miles the ship's average speed was 13.75 knots, or .7 of a knot faster than the fastest westbound passage of the Collins Line ships. Even had the course been no greater than 1,600 miles—and it was undoubtedly in excess of that figure—the *Adriatic* had beaten all previous westbound records, and had put up a performance but little inferior to the best eastbound passage of the Cunarder *Persia*.

The Company's sailings were suspended for well over two years. All the ships had been passed as seaworthy by the early summer of 1863, but lay idle until the following August, when the Postmaster-General announced that Her Majesty's Government had decided to revive the Company's contract, and that a fortnightly service via St. John's to New York and Boston alternately would be started forthwith.<sup>2</sup> An important change was made in the itinerary, Liverpool becoming the terminal in place of Galway, where, however, the steamers were due to call outwards and homewards. One of the Company's many difficulties had been the small volume of inward and outward cargo at Galway, and it was hoped that there would be much more moving to and from Liverpool.

The first of the reinstated sailings was taken by the *Hibernia* on August 14th 1863 from Liverpool and August 18th from Galway, the *Adriatic*, *Anglia* and *Columbia* following at the appointed intervals. On her second voyage the *Anglia* struck on the Black Rock in Galway Bay and, although she was refloated without difficulty, it was decided that she should return to Liverpool for survey. In order to avoid any further interference to the schedule the *Columbia* terminated her next eastbound voyage at Galway. The *Hibernia* did the same a fortnight later, sailed again on January 19th 1864, and this, as things turned out, was the Company's last westbound sailing.

There were many reasons for the Galway Line's lack of success, one of the principal being over-anxiety to get the service started before suitable ships were ready. Equally important, the Company sacrificed strength for speed in the four paddle steamers they had

(1) *The Times*, 24/6/61.

(2) *The Times*, 14/8/63.

built, and this resulted in the ships being unable to stand up to North Atlantic weather conditions, in addition to which their speed was appreciably less than anticipated. It is interesting to note that no fewer than 16 steamers were employed to carry out a total of 55 voyages. Of these only the *Adriatic* was an unqualified success, but some credit must be given to the *Prince Albert*, which made 14 round voyages—almost double the number of her nearest rival, the *Circassian*.

Looking at the other side of the picture, the Company undoubtedly filled a long-felt want in providing regular steamship communication between Ireland and North America, and after a slow start the Irish public did not hesitate to patronise the ships of the Line. In this connection, the *Prince Albert* in October 1860 put up the best record with a total of 780 westbound passengers, and on several other occasions carried over 600. It is hardly surprising, therefore, that the Inman and Cunard Lines cast envious eyes at this lucrative traffic, with the result that in May and November 1859 respectively they arranged for their steamers to call at Queenstown (Cobh). The Galway Line had also shown enterprise in quoting through fares from any of the principal towns in the United Kingdom, the additional charge over and above the ocean fare being only 24s. first class and 11s. second, irrespective of starting point. In the case of steerage passengers a rail ticket was provided free.

It cannot be denied that in those days Queenstown was far preferable to Galway as a transatlantic port. The following outspoken comment was published in November 1863: "A Belfast theological professor once declared that 'Londonderry was at the back of God-speed'. If the dictum had been applied to Galway it would have been more readily accepted. The passengers who go to that port for convenience are subjected to the greatest possible inconvenience, being without any proper accommodation for themselves and their luggage while waiting to embark. Amid noise, hurry, confusion, wet, dirt and all sorts of discomforts they are taken out a mile or two through the breakers in a small steamer, and perhaps they commence the voyage across the Atlantic thoroughly drenched with sea water."<sup>1</sup>

- a. (1858) *Indian Empire* (c)  
1,904. 245 × 40. C-1-3. W-P-SL(2)-10 (Webb). Built 1848 as *United States* (q.v.); later became *Hansa* (q.v.). 1858 (19/6) F/V Galway-New York (2 R/V).
- b. (1858) *Prince Albert* (c)  
2,028. 286 × 38. C-1-3. I-S-I(2)-10 (Cockerill). Laid down as *Duc de Brabant* (Cie Transatlantique Belge). 1858 (27/7) F/V Galway-New York. 1861 (21/5) L/V ditto (14 R/V).
- c. (1858) *Propeller* (c)  
900. I-S. 1858 (21/8) F/V Galway-Boston (1 R/V).

(1) *The Times*, 12/11/63.



- d. (1858) *Pacific* (c)  
1,469. 255×32. C-1-2. I-P-02-10 (Scott, Russell). Built 1854 for Melbourne S.P. Co. 1858 (24/8) F/V Galway-New York (3 R/V). 1874 foundered off Cape Flattery.
- e. (1858) *Circassian* (c)  
1,387. 242×39. C-1-3. I-S-?-9 (Hickson). Built 1857 for North Atlantic S.N. Co. (q.v.). 1858 (26/10) F/V Galway-New York. 1860 (3/3) L/V ditto (8 R/V).
- f. (1859) *Adelaide* (c)  
1,800. 288×38. C-1-3. I-S-?-9 (Scott, Russell). Built 1852 for Australian R.M.S.N. Co. 1859 (30/4) F/V Galway-New York (2 R/V).
- g. (1859) *Argo* (c)  
2,380. 254×39. C-1-3. I-S-?-9 (Mare). Built 1852 for General Screw (q.v.). 1859 (28/5) F/V Galway-New York. 1859 (28/6) wrecked at Trepassy Bay (Newfoundland) (0).
- h. (1859) *Jason* (c)  
2,667. 263×39. C-1-3. I-S-?-9 (Mare). Built 1853 for General Screw (q.v.). 1859 (20/8) F/V Galway-New York (2 R/V). 1861 ran for East India & London Line. 1862 wrecked.
- i. (1860) *Brazil* (c)  
1,824. 254×39. C-1-3. I-S-?-9 (Mare). Built 1852 for General Screw Co. as *Lady Jocelyn*. 1859 became *Brazil* (Anglo-Luzo-Brazilian). 1860 (28/4) F/V Galway-New York (1 R/V). 1861 became *Lady Jocelyn* (East India & London).
- j. (1860) *Golden Fleece* (c)  
2,768. 254×39. C-1-3. I-S-?-9 (Mare). Built 1853 for General Screw Co. 1860 (23/6) F/V Galway-New York (1 R/V).
- k. (1860) *Parana* (c)  
2,250. 305×42. C-2-3. W-P-SL(2)-11 (Wigram). Built 1851 for R.M.S.P. Co. 1860 (27/6) F/V Galway-New York (3 R/V). 1868 became a hulk.
- 1. 1860 *Connaught*  
2,959. 360×40. S-2-2. I-P-03-12 (Palmers). 1860 (11/7) M/V Galway-St. John's (Nfd.)-Boston. 1860 (7/10) burnt at sea (0).
- 2. 1861 *Columbia*  
2,913. 365×40. S-2-2. I-P-02-12 (Samuelson). Laid down as *Ulster*. 1861 (9/4) M/V Galway-Boston. 1864 (5/1) L/V ditto (4 R/V). 1864-66 laid up. 1866 sold to Turkish Govt.
- 3. (1861) *Adriatic*  
3,670. 355×50. S-2-2. W-P-02-13 (Steers). Built 1857 for Collins Line (q.v.). 1861 (23/4) F/V Galway-New York. 1863 (18/12) L/V Liverpool-Galway-New York (5 R/V).
- 4. 1863 *Hibernia*  
3,008—details as (1). Laid down as *Leinster*. 1863 (14/8) M/V Liverpool-Galway-Boston. 1864 (19/1) L/V Galway-New York (4 R/V). 1864-69 laid up. 1869 sold to Telegraph Construction & Maintenance Co.; converted to twin-screw. 1870 wrecked near Aspinwall.
- 5. 1863 *Anglia*  
2,913—details as (2). Laid down as *Munster*. 1863 (11/9) M/V Liverpool-Galway-Boston (1 R/V). 1864-66 laid up. 1866 sold to Turkish Govt.

FUNNEL: White, black top.

FLAG: Blue; red cross with golden harp.

## Chapter 53

1858

## NORDDEUTSCHER LLOYD

(North German Lloyd)

(GERMAN)

THE NORDDEUTSCHER LLOYD (or NORTH GERMAN LLOYD) received its charter in the Bremen Senate on December 8th 1856, and owed its existence to Herr H. H. Meier, an influential Bremen merchant. The use of the word "Lloyd" is probably accounted for by the fact that a few months previously the Compagnie Transatlantique Belge (chapter 43) had got into trouble for wrongly claiming that their steamer *Belgique* was classed "A.1" at Lloyd's. The N.D.L. had already decided to build their ships in Britain under Lloyd's supervision, and this prompted them to incorporate the word "Lloyd" in their title. It was a popular move that has since been copied by many other non-British steamship lines—so much so that the word can now be regarded as synonymous with "Steamship Company".

The Company's first orders were for the iron screw *Adler*, *Möwe* and *Falke*, which were delivered in 1857 and inaugurated a passenger and cargo service between Bremen and London. The Company's principal aim was, however, the establishment of a steamship service between Bremen and New York, and with this in view orders were placed for four iron screw steamers of over 2,000 tons—two on the Clyde and two on the Tyne. The dimensions of the two pairs varied slightly; the Tyne ships had two funnels, whereas those originating on the Clyde had only one.

The North Atlantic service was opened by the *Bremen*, which left Bremerhaven for New York on June 19th 1858 with 22 cabin passengers, 93 steerage and 150 tons of cargo. She arrived at New York on July 4th, sailed again on the 17th and reached her home port on the 30th after a fast voyage of 12 days 5 hours. For many months thereafter N.D.L. advertisements included the claim that the "*Bremen* has made the quickest passage on record". The Company was anxious to attract business from the United Kingdom and announced that passengers would be conveyed from London to New York in connection with their twice-weekly service of steamers between Bremen and London at through fares of £24 first class, £14/10/- second and £9/5/- third.

The *New York* started her maiden voyage from Bremerhaven in August 1858, and the *Hudson*, the first of the Tyne-built ships, in September. The latter was badly damaged by fire at her berth in Bremerhaven two months later, just prior to the commencement of her second voyage. This was the end of her N.D.L. career, but she was subsequently towed across to Newcastle and rebuilt. The fourth



ship, the *Weser*, was badly damaged by heavy seas in mid-Atlantic during her maiden voyage in December 1858, and had to put back to Cork for repairs. After only three completed round voyages she was sold to a French company.

On many occasions within living memory the N.D.L. has been a serious rival of the British North Atlantic lines. The competition between them can, in effect, be said to have started on March 22nd 1859, when the *New York* left Southampton for New York with over 450 passengers, 44 of whom embarked at the British port, the remainder having started from Bremen three days earlier. The homeward-bound *Bremen* also called at Southampton at the end of the same month, and from then onwards the Company's ships made a regular call there, outwards and homewards.

The *Bremen* and *New York* were joined by the 3,000 ton *Hansa* in November 1861 and the 2,750 ton *America* in May 1863, thereby enabling sailings to be increased to fortnightly.

As was only to be expected, an intense rivalry sprang up between the N.D.L. and the Hamburg American Line, whose steamship service between Hamburg and New York had been started in 1856. Five years later a limited measure of agreement was reached between the companies as regards sailing dates and fares, and the N.D.L. adopted the "Hapag" descriptions "First class, upper saloon" and "First class, lower saloon" in place of first and second class.

In anticipation of an early increase in sailings, the N.D.L. acquired the lease of some extensive dock property at Hoboken, on the New Jersey bank of the Hudson River, in 1863, and six years later purchased it outright. A subsequent development of a different kind was the addition of a call at the French port of Havre.

The 2,900 ton *Hermann*, *Deutschland*, *Union* and *Weser* (II) were added during the years 1865-67 and enabled a weekly service to be introduced. A satisfactory feature of the year 1867 was that the number of transatlantic passengers carried by the Company rose to 33,427, as compared with 28,501 in 1866, 15,116 in 1864 and 7,029 in 1859. The tonnage of cargo carried also rose steeply.

With the New York service firmly established and bright prospects for the future, it was decided at a general meeting held in January 1867 to start a new line from Bremen to Baltimore. A separate company, the NORTH AMERICAN STEAMSHIP COMPANY, was formed for the purpose, one half of the capital being subscribed by the N.D.L. and the remainder by the Baltimore & Ohio Railroad, which undertook to provide the necessary pier and warehouse accommodation at Baltimore. The new service was inaugurated by the 2,300 ton *Baltimore*, which sailed from Bremen in March 1868 for Havre, Southampton and Baltimore. The *Berlin* followed a month later, and the *Ohio* and *Leipzig* in 1869.

The 2,900 ton *Rhein* was commissioned for the New York service in 1868 and was followed by the *Main* and *Donau*. They, and for that matter the Baltimore steamers, were completed at an

unfortunate time as they were fitted with single-expansion engines, whereas within another two or three years practically all new steamers had compound engines. These gave increased speed on a greatly reduced coal consumption.

It had been found that the weekly service to New York could be maintained by six ships. Having some additional tonnage at their disposal, the N.D.L. decided during the autumn of 1868 to despatch the *Bremen* and *New York* from Bremen, Havre and Southampton to Havana and New Orleans. The 2,600 ton *Hannover* and *Frankfurt* were completed for the service in 1869. Other New York ships assisted them when required, but even so one or two of the older steamers were available for an extra service from Bremen to New York direct.

The outbreak of the Franco-Prussian War in July 1870 played havoc with the Company's services, which for a time were suspended altogether. To avoid the risk of capture by the French Navy a number of ships were temporarily laid up at Southampton and New York. In the following October, however, it was decided that it would be safe to despatch ships from Bremen via the north of Scotland. The *Union* with over 300 passengers on board stranded near Rattray Head towards the end of November. Her passengers and crew were saved, but she became a total loss.

The normal services from Bremen to New York, Baltimore and New Orleans were resumed in February and March 1871. In addition a monthly service to the West Indies was started by the new steamers *König Wilhelm I*, *Kronprinz Friedrich Wilhelm* and *Graf Bismarck*, each of 2,400 tons. The 3,000 ton *Feldmarschall Moltke* and *Minister Roon* were completed for the service in 1873, and were the first units of the fleet to be fitted with compound engines.

There was a short-lived boom on the North Atlantic at the conclusion of the war, and during the year 1871 the N.D.L. carried over 50,000 passengers on the Bremen-New York route. The next two years were equally successful and for a time there was an extra sailing every week. The accommodation on the mail steamers was still described as first class upper saloon, first class lower saloon, and steerage, but the extra steamers carried cabin and steerage only. This was by no means the first time that the description "cabin" had been used on the North Atlantic, but it was a new development for the descriptions "first class" and "cabin" to be used simultaneously to indicate varying standards of luxury. The N.D.L. was anticipating by nearly half a century a custom that came into general use after World War I.

In 1872 the *Deutschland*, *America* and *Hermann* were withdrawn in turn for their engines to be compounded, and for a time the 2,700 ton *Nemesis*, which had already made a few voyages for the Cunard and Inman Lines, was chartered for the "cabin" service. Rather surprisingly the "River Class" *Mosel*, which entered service in 1873, was fitted with single-expansion engines, but two successors



of 1874, the *Neckar* and *Oder*, appeared with compound machinery. The pioneer *Bremen* and *New York* were sold.

The West Indies service was not a success and was withdrawn in 1874. In consequence the *Feldmarschall Moltke* and *Minister Roon* were sold. They had made a few North Atlantic voyages. The *König Wilhelm I* was wrecked on the Dutch coast in November 1873 when *en route* from New York to Bremen; the *Kronprinz Friedrich Wilhelm* and *Graf Bismarck* were transferred to other routes. The former received quadruple-expansion engines in 1887, but as she was then no longer running on the North Atlantic this does not deprive the Allan *Phoenician* of the distinction of being the first North Atlantic liner with this type of machinery.

In the meanwhile the N.D.L. had been making preparations to start a new service, from Bremen to Brazil and the River Plate, which was opened in March 1875 by the 3,000 ton *Hohenzollern*. Her sister ships *Hohenstaufen*, *Habsburg* and *Salier* followed. All four remained in the Company's fleet for over 20 years and all were extensively employed on the North Atlantic at one time or another.

By the middle of 1874 a severe slump had set in on the North Atlantic, and the previous year's total of 52,428 passengers carried on the New York route dropped to 35,305. Worse was to follow, and three years later the total barely exceeded 23,000. It cannot be denied that the Company had been over-ambitious, and in the space of eight years had commissioned no few than 26 new ships averaging nearly 3,000 tons each. Between 1871 and 1875 inclusive the additions totalled 16, including the 3,000 ton *Strassburg*, *Braunschweig* and *Nürnberg*. At the height of the slump in 1875 18 ships were laid up. The outlook was indeed black, but the Company succeeded in weathering the storm.

The year 1875 was notorious for the loss of the *Deutschland* on the Goodwin Sands. Only a few days later a bomb was exploded on the *Mosel* as she lay alongside the quay in Bremerhaven, resulting in the death of over 100 people, injuries to many others and severe damage to the ship.

When the N.D.L. reached its majority in 1877 its founder, H. H. Meier, still occupied the position of president of the board of directors. Herr J. G. Lohmann had just taken over the management of the Company after two predecessors had died in quick succession. He was a man of vast energy and was determined to put the Company back on its feet. To begin with he had to be content with a continuance of the policy of fitting the earlier units of the fleet with compound engines, and by degrees this work was undertaken in Germany instead of Britain. There were still some surplus ships and in 1879 experimental services were started from Genoa to Brazil and the River Plate. They remained in operation for only about two years.

Although the N.D.L. had kept pace with the rival "Hapag" they had fallen behind the principal British lines in the size of their ships. Herr Lohmann decided to make drastic changes in the Company's

building policy and placed an order for an "express" steamer that would be comparable in size and speed with the best non-German ships. It was originally his intention that the ship should be built in Germany, but at that time none of the German shipyards had had sufficient experience to turn out a ship of the high standards required. The order was eventually placed with John Elder & Co. of Glasgow, the builders of the Guion Line's record-breaker *Arizona*, than which the new ship, the 4,500 ton *Elbe*, was slightly smaller and slower. During her inaugural year, 1881, she established a new record for the English Channel route of eight days exactly from Southampton to New York.

The success of the *Elbe* prompted the N.D.L. to commission four slightly larger ships, the *Werra*, *Fulda*, *Eider* and *Ems*, in quick succession. They arrived most opportunely as the number of passengers carried on the Bremen-New York service rose from 27,000 in 1879 to 60,000 in 1880 and 87,000 in 1881, with further increases to follow. Owing to these improved conditions fortnightly extra sailings from Bremen to New York direct were started in 1880. In 1883 a bi-weekly service via Southampton was again in operation.

Ill-luck continued to dog the *Mosel*, the victim of the bomb explosion, and in 1882 she was wrecked near the Lizard. Two years previously the 2,500 ton *Hansa* (II), built at Southampton in 1879, was wrecked on Terschelling Island, off the Dutch coast. The *Hansa* (I) had been sold.

The New Orleans service had never been a great success as regards either passengers or freight, the maximum number of passengers carried in any year being under 4,700. The service was withdrawn in 1882 and one to Galveston substituted, but this, too, was withdrawn in 1886. Instead, two new routes were opened during the latter year—one from Bremen to the Far East via the Suez Canal and the other from Bremen to Australia via Suez. In preparation for these activities the *Oder*, *Neckar*, *Hohenzollern* and *General Werder* were refitted at Bremen, and shortly afterwards the 5,000 ton *Bayern*, *Sachsen* and *Preussen* were commissioned. They were notable as the first of the Company's ships to be built in Germany, and spent practically their entire existence in the Far Eastern trade.

Three further "express" steamers, the 5,000 ton *Aller*, *Trave* and *Saale*, were completed in 1885. They were built of steel. The *Aller* was the first North Atlantic "express" liner to be fitted with triple expansion engines, which gave her a speed of nearly 18 knots. The 5,700 ton *Lahn*, which followed in 1887, had a trial speed of 19½ knots, and for a time was the third fastest steamship on the North Atlantic.

An interesting new series of 13 knot ships was turned out from 1888 onwards, and was one of the last building orders placed outside Germany. The first ships to appear were the 4,500 ton *Dresden* and *München*, followed by the 5,000 ton *Karlsruhe*, *Stuttgart*, *Darmstadt*, *Oldenburg*, *Gera* and *Weimar*. They started a new policy of



inter-changeability between the Company's different services. To begin with they were extensively employed in the South American, Far Eastern and Australian trades, but latterly made many voyages to Baltimore and not a few direct voyages between Bremen and New York.

The German shipbuilding yards made great progress during the 1880's, and towards the end of the decade the N.D.L. felt that the time was ripe to entrust Vulkan of Stettin with orders for two "express" steamers and a slightly less pretentious ship. The last-named, the 4,773 ton *Kaiser Wilhelm II*, was the first to appear. She was the longest ship in the fleet, but her speed did not exceed 16 knots. The 6,900 ton *Spree* and *Havel* started their maiden voyages from Bremen in November 1890 and February 1891, had a trial speed of 20 knots and differed in appearance from the earlier "express" steamers in that they had three masts instead of four. They failed to make quite the sensation that was expected, as they were slightly smaller and slower, and less imposing in appearance, than the four new twin-screw ships recently commissioned by the rival "Hapag". It cannot be denied that the N.D.L. made a mistake in fitting them with single screws.

The Company had been running a bi-weekly service from Bremen to New York via Southampton for some years past. This needed a total of eight steamers, and as 12 "express" steamers were now available the service was increased to tri-weekly in August 1891, with sailings from Southampton on Sundays, Wednesdays and Thursdays. It was found in practice that results did not justify the increase and the third service remained in operation for only a few weeks. While it lasted, however, it was probably the most outstanding long-distance service ever provided on any route.

The problem now arose to find employment for the surplus ships, and it was decided to despatch the *Werra* and *Fulda* on a new service from New York to Italy. There was ample justification for the move as emigration from Italy to the U.S.A. was booming, and hitherto only small ships had been employed. The rival "Hapag" soon started a Mediterranean service on similar lines. Two years later the N.D.L. and "Hapag" made arrangements to run a joint service.

A development of an entirely different kind was the formation in 1893 of a new cargo and steerage passenger service between Bremen and New York on a cheaper basis than the regular N.D.L. services. The 3,600 ton *Roland* was the first ship to be acquired for the service, which for this reason became known as the "Roland Line". It had no connection with the joint stock company of the same name, which was founded in 1905 with N.D.L. assistance to run between Bremen and the west coast of South America.

The 4,700 ton *Willehad* and *Wittekind* were built in Germany as consorts to the *Roland*. They were both twin-screw ships and, considering the type of service, it is remarkable that they were the first of the kind to run for the N.D.L. apart from the 5,100 ton *H. H. Meier*, which had been purchased on the stocks in England for the South American service. Her maiden voyage, however, was made to

New York, and she was subsequently employed on the North Atlantic from time to time. The 6,300 ton twin-screw *Prinz Heinrich* and *Prinz Regent Luitpold* were the next additions. They were built for the Far Eastern and Australian services, but the latter made many voyages to New York.

During the year 1890 the Company still possessed no fewer than 24 of the 31 ships of around 3,000 tons that had been placed in service between 1863 and 1875, but all were disposed of by the turn of the century. Two of the "express" steamers were lost during the early 1890's. In 1892 the *Eider* went ashore on the Isle of Wight in dense fog, and although refloated was not considered to be worth repairing. Three years later the *Elbe* was sunk in collision in the North Sea.

The disposal of so many units of their fleet made it imperative for the N.D.L. to undertake a heavy programme of replacement. Orders were accordingly placed in German yards for four twin-screw ships of 10,500 tons propelled by quadruple-expansion engines, which were a natural development of the triple-expansion system and enjoyed quite a vogue during the next ten or 12 years. The newcomers, the *Barbarossa*, *Friedrich der Grosse*, *Königin Luise* and *Bremen* (II), inaugurated a new extra service from Bremen and Southampton to New York in summer, and ran to Australia in winter.

The commissioning of these steamers was overshadowed a few months later by the "ship of the decade", the *Kaiser Wilhelm der Grosse*. Built by Vulkan of Stettin on the unusual arrangement that she could be handed back to them if her maiden outward and homeward voyages were completed at less than a specified speed, she was a twin-screw ship of 14,350 tons, was propelled by two sets of triple-expansion engines and had a striking appearance with four funnels, arranged in pairs, and two pole masts. The "*K.W.D.G.*" left Bremen on September 19th 1897, Southampton a day later, and steamed from the Needles to Ambrose Lightship at an average speed of 21·39 knots, which was faster than any previous maiden voyage. On her third homeward voyage, in November 1897, she averaged 22·35 knots between Sandy Hook and the Needles, and thereby acquired the double distinction of being the fastest as well as the largest liner in the world. Much more important than an occasional burst of speed is the performance of a ship over a period, and in this connection the "*K.W.D.G.*" put up the very satisfactory mean speed of 21·94 knots during six successive round voyages in 1899.

One of the reasons behind the decision to build the "*K.W.D.G.*" was the Company's determination to carry a higher proportion of British and American passengers. Not only did they succeed, but in 1897, when the "*K.W.D.G.*" only made four voyages, the Company landed 11,583 first and second class passengers and 24,562 steerage at New York, whereas in 1898, when she made ten voyages, the numbers were 17,895 and 58,223 respectively. The combined total of 71,118 represented nearly 24 per cent of all North Atlantic



passengers landed at New York, and for the first time the Company's first and second class totals exceeded those of the Cunard Line.

As somewhat of an anti-climax it remains to mention that a second would-be record-breaker had been ordered at Danzig on similar conditions of acceptance or refusal. She was the 12,500 ton *Kaiser Friedrich*, which was propelled by two sets of five cylinder quadruple-expansion engines, and differed considerably from her rival with her three funnels and two masts. The exploits of this ship can be dismissed quite briefly as she proved a great disappointment and the fastest of her nine round voyages was made at an average speed of no more than 20 knots. The Company persevered with her for more than a year before returning her to the builders, as they were entitled to do. She subsequently made a few voyages under charter to "Hapag", but many years passed before a purchaser could be found.

After the outbreak of the Spanish-American War in 1898 the *Havel* was sold to the Spanish Government. The *Fulda* was employed after the war in repatriating Spanish troops, and at the conclusion of this service proceeded to Liverpool to be sold. She was badly damaged by a mishap in dry dock and broken up. The *Havel's* sister ship, the *Spree*, had suffered from fractured propeller shafts in 1892 and again in 1897. By that time the single-screw "express" steamer was fast becoming obsolete, and the opportunity was taken to lengthen her by 65 feet, fit her with twin screws and make drastic alterations in her passenger accommodation. She reappeared as the 7,800 ton three-funnelled *Kaiserin Maria Theresa*.

During the first half of 1899 the Company was running a weekly "express" service between Bremen, Southampton and New York with the *Kaiser Wilhelm der Grosse*, *Kaiser Friedrich*, *Lahn* and *Trave*, a weekly twin-screw service between the same ports with the *Barbarossa*, *Friedrich der Grosse*, *Königin Luise* and *Bremen*, and a third service between Bremen and New York direct with the *H. H. Meier*, *Oldenburg*, *Gera*, *Stuttgart* and *Karlsruhe*. The *Roland* and *Willehad* had by this time been transferred to the Bremen-Baltimore service, other ships taking part being the *Darmstadt*, *Weimar*, *Dresden* and *München*. The *Kaiser Wilhelm II*, *Aller*, *Saale* and *Ems* were responsible for the Genoa-Naples-New York service.

The *Kaiser Friedrich* was returned to her builders about the middle of 1899, her place being taken a few months later by the *Kaiserin Maria Theresa* (ex-*Spree*). The new twin-screw service by the *Barbarossa* and sister ships was a great success, and the ships were kept in full employment throughout the year by running to Australia during the slack North Atlantic winter season. Three similar ships appeared in 1899-1900—the 10,600 ton *König Albert* and *Prinzess Irene* for the Far Eastern service, and the 12,500 ton *Grosser Kurfürst* for the North Atlantic.

Two further series of ships call for brief mention, namely, the 10,000 ton *Main* (II) and *Rhein* (II), which were placed in service in 1899-1900 and were followed by the *Neckar* (II), and the 7,000 ton

*Frankfurt* (II), *Hannover* (II) and *Köln* (II), which appeared simultaneously with the first group and were followed by the *Brandenburg*, *Breslau*, *Cassel* and *Chemnitz*. Most of them were employed on the direct Bremen–New York or Bremen–Baltimore services.

Arrangements had been made in 1895-96 for some of the Company's steamers to call at Cherbourg. After her appearance in 1897 the *Kaiser Wilhelm der Grosse* on several occasions called at Cherbourg as well as Southampton, but it was not until 1900, the year of the Paris Exhibition, that the dual call became a regular feature of the "express" service. During the same year the extra steamers of the *Barbarossa* class, instead of calling at Southampton every week began to call there one week and at Cherbourg the next. Several of the "*K.W.D.G.*'s" early homeward voyages had been made via Plymouth instead of Southampton. The practice was then discontinued until September 1901, when Plymouth became the regular eastbound port of call for the "express" steamers, but not the others.

An important event of the year 1900 was the commissioning of the "Hapag" *Deutschland*, which succeeded in wresting the "Blue Riband" from the "*K.W.D.G.*" Also worthy of mention were the experiments carried out with the Marconi system of wireless telegraphy between the "*K.W.D.G.*" and a German lightship, and a disastrous fire which broke out in the Company's docks at Hoboken (New York) on June 30th. The "*K.W.D.G.*" was one of the ships involved, but escaped serious damage. The *Bremen*, *Main* and *Saale* were not so fortunate, however, and the damage to the last-named was so severe that she was sold. Altogether over 150 lives were lost, many because the ship's portholes were too small to provide a means of escape.

The spectacular success of the "*K.W.D.G.*" led to the building of a sister ship, the 14,900 ton *Kronprinz Wilhelm*, which was completed during the summer of 1901 and was similar in many respects. The newcomer's propelling machinery consisted of two sets of six cylinder quadruple-expansion engines. An interesting safety device was the provision of mechanically-operated watertight doors. It was claimed in June 1902 that the *Kronprinz Wilhelm* had made an eastbound crossing at 23·53 knots as compared with the *Deutschland*'s best effort of 23·51 knots, but two months later a joint statement was issued by the N.D.L. and "Hapag" that the captain's calculations were incorrect and that the *Deutschland* still held the record. A month later the "*Kronprinz*" did win the westbound record with a 23·09 knot trip, and was certainly a more consistent performer than her rival.

When the International Mercantile Marine Company was formed in 1902 the N.D.L. at first remained aloof, but was later drawn into the discussions. It was eventually arranged that the I.M.M. Company should guarantee the payment by both N.D.L. and "Hapag" of a dividend of six per cent in return for a share of any dividend exceeding that figure. The N.D.L. benefitted handsomely as during the years 1903-11 inclusive their nett dividend averaged only four per cent and in



consequence they received a total sum of about 4½ million marks from the combine.

The *Kronprinz Wilhelm* had been laid down whilst the "Hapag" *Deutschland* was still building. Her successor, the 19,350 ton *Kaiser Wilhelm II*, was designed as the result of the experience gained from these outstanding ships. The most important new features related to her propelling machinery, which consisted of four separate sets of quadruple-expansion engines, two to each propeller shaft, and each in a separate watertight compartment. Her tonnage was only exceeded by that of the White Star *Celtic* and *Cedric*. Her maiden voyage took place in April 1903. In the following year she set up a new westbound record with an average speed of 23·12½ knots, but it was not until 1906 that she improved on the *Deutschland*'s eastbound record.

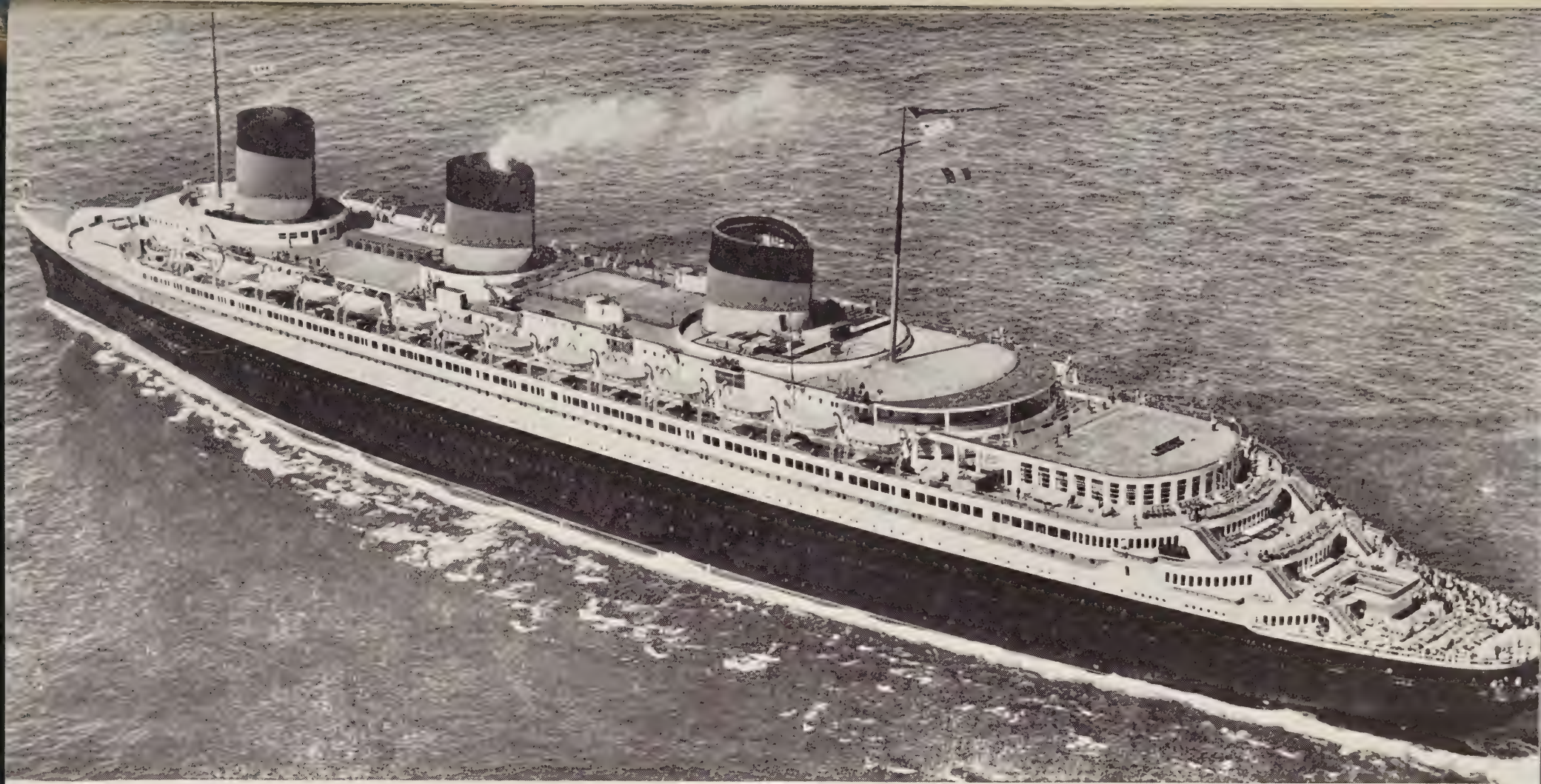
In spite of these important additions to the "express" service, the N.D.L. was by no means neglecting its lesser routes and, commencing in 1903, commissioned the 7,000 ton *Schleswig*, *Seydlitz* and *Zieten* and the 8,000 ton *Gneisenau*, *Roon* and *Scharnhorst*. The 9,000 ton *Prinz Eitel Friedrich* was in a class by itself, and was followed by the *Bülow*, *Kleist*, *Yorck*, *Goeben*, *Derfflinger* and *Lützow* of similar tonnage but different design. Most of these ships were intended for the Australian or Far Eastern services but, like many predecessors, were freely interchangeable and all except the "Prinz" appear to have been employed at times on the North Atlantic. Several, in fact, were regularly employed thereon, and in the circumstances it would appear highly desirable to include them in the Company's fleet list at the end of this chapter.

The *Prinzess Irene* was transferred in 1903 from the Far Eastern to the Mediterranean-New York service, in which she joined the *Hohenzollern* (ex-*Kaiser Wilhelm II*) and *Lahn*. The latter as well as the *Kaiserin Maria Theresa* were sold to Russia at the time of the Russo-Japanese War, but the *König Albert* and *Königin Luise* were subsequently transferred to the Mediterranean. It may be added that the German Government decided in 1904 that the Hamburg American Far Eastern service should be discontinued. In consequence, the *Kiautschou* was sold to the N.D.L. and re-named *Prinzess Alice*. She was, in effect, a sister ship of the *Prinzess Irene* and, although she normally remained in the Far Eastern trade, made a number of North Atlantic voyages from time to time.

The final unit of the "express" fleet, the 19,400 ton *Kronprinzessin Cecilie*, started her maiden voyage from Bremen to Southampton, Cherbourg and New York in August 1907. She averaged 21·81 knots outwards and 22·65 homewards, but no great interest in her subsequent achievements was taken outside Germany as public attention was focussed on the newly-completed *Lusitania* and *Mauretania*, which regained the "Blue Riband" for Great Britain.

The N.D.L. had already placed orders for three large ships of medium speed, and had in mind plans for some even larger tonnage to meet the British competition. Before anything could be done a





1935

*Normandie*

79,280 (82,799) tons

The only French "Blue Riband" holder, and one of the most notable ships ever built. After less than five years' service on the North Atlantic, she was laid up at New York on the outbreak of war in September 1939, and was completely destroyed by fire in February 1942 while being fitted out as the troopship *Lafayette*. (61-47)

C.G.T.

*facing page 176*





1930                      *Liberté*                      51,840 tons

Formerly the N.D.L. *Europa*. Extensively rebuilt in 1950. Re-entered service as the flagship of the C.G.T. fleet.                      (61-48)

C.G.T.

*facing page 177*

1952                      *Flandre*                      20,464 tons

The latest French liner on the North Atlantic. A sister ship, *Antilles*, runs to the West Indies and Central America. (61-49)

C.G.T.



severe slump set in and the year 1908 turned out to be one of the blackest in the Company's long history, with a falling off in receipts of nearly £900,000. Trading conditions improved considerably in 1909, and by 1910 the payment of a dividend was resumed.

The first of the new steamers was the 17,000 ton *Prinz Friedrich Wilhelm*, which was detailed to the extra service between Bremen, Southampton and New York. Her sister ship, the *Berlin* (II), was placed in service between New York and the Mediterranean. The third newcomer was the 25,500 ton *George Washington*, which, although having a speed no greater than 19 knots, was the largest German-built steamer and was only exceeded in size by the new Cunarders. When completed in June 1909 she joined the *Prinz Friedrich Wilhelm* on the extra service.

A few weeks previously the N.D.L. had inaugurated a new joint summer service to Quebec and Montreal with the Hamburg American and Red Star Lines. Among the N.D.L. steamers that took part were the *Willehad* and *Wittekind*, which had been built in 1894 for the so-called "Roland Line" and had subsequently run on various routes including the South American.

The Company declared a dividend of three per cent in 1910, increased to five per cent in 1911 and seven per cent in 1912. This satisfactory state of affairs made it possible to consider further improvements to the fleet, and a ship of 35,000 tons was laid down, extreme comfort combined with medium speed being the keynote. She was launched in December 1913 as the *Columbus*, but never saw service under the N.D.L. flag as completion did not take place until after the outbreak of World War I, and at the end of the war she was taken over by the Allies. The 15,000 ton *Zeppelin* and the 19,000 ton *München* were also under construction when war broke out.

The year 1913 produced results just as satisfactory as its three predecessors. The Company carried no fewer than 175,000 westbound and 64,000 eastbound passengers on the Bremen-New York services, the combined total of 239,000 being over 25,000 in excess of the rival "Hapag" total, and not far short of the combined White Star and Cunard totals from Southampton and Liverpool to New York. The N.D.L. did not, of course, by any means depend on the Bremen-New York trade. Their other activities included services between the Mediterranean and New York, and from Bremen to Baltimore (weekly), Philadelphia (fortnightly), Galveston, Quebec and Montreal (summer only), Brazil and Argentina, China and Japan, and Australia, in addition to various local services in the Orient, Mediterranean and North Sea. Their fleet consisted of 131 ocean-going steamers of over 800,000 tons gross, ten more totalling 100,000 tons being under construction. The tonnage of their fleet was exceeded only by that of the Hamburg American Line.

At the outbreak of World War I in August 1914 the *Kronprinzessin Cecilie* was homeward bound with a large consignment of specie. She hastily retraced her tracks and was interned in New York. Her



consort, the *Kronprinz Wilhelm*, managed to escape from New York and for eight months acted as a commerce raider. Other ships interned at New York were the *George Washington*, *Kaiser Wilhelm II*, *Grosser Kurfürst*, *Barbarossa*, *Prinz Eitel Friedrich* and *Prinzess Irene*, while the *Rhein* and *Neckar* were interned at Baltimore. All were taken into service by the United States when they entered the war in 1917. Of the ships safely in port at Bremerhaven only two or three saw much active service. The *Kaiser Wilhelm der Grosse* was fitted out as an armed cruiser and was sunk by H.M.S. *Highflyer* at Rio de Oro, West Africa, on August 27th 1914. Of much greater value to the German cause was the *Berlin*, which was fitted as a minelayer and was responsible for the sinking of the British battleship *Audacious*.

After the Armistice the Company was deprived of every worthwhile ocean-going ship. They accordingly entered into arrangements with the United States Mail Steamship Company, which started a passenger and cargo service between New York and Bremen in August 1920 with ships chartered from the United States Shipping Board. The N.D.L. were appointed their general agents for Central Europe, and placed at their disposal their docks and quays at Bremerhaven. The N.D.L. reserved the right to run their own or chartered steamers up to a total of 200,000 tons. The United States Mail Company soon got into financial difficulties, and in September 1921 their services were taken over by the United States Lines. This left the N.D.L. with a free hand to carry on by themselves.

The Company were making energetic preparations to restart their principal services, and were greatly assisted by a relaxation of the rules prohibiting the resale to Germany of ex-German ships, three small units of the Company's pre-war fleet being acquired immediately. On February 20th 1922 the Company was readmitted to the North Atlantic Passenger Conference, but the first Bremen-New York sailing had taken place a few days earlier by the 8,000 ton *Seydlitz*, which was followed at fortnightly intervals by the 7,400 ton *Hannover* and the 9,000 ton *Yorck*. In the meanwhile several ships were under construction for various routes, the first addition to the New York fleet being the 9,000 ton *Sierra Nevada*, which, although built for the South American trade, made two or three round voyages on the North Atlantic as did, in 1923, a consort, the 11,000 ton *Sierra Ventana*. The first of the new ships designed for the New York service, the 13,000 ton *München*, was commissioned during the summer of 1923. At about the same time the Company reacquired three more of their pre-war fleet—the 11,000 ton *Bremen* (III) (ex-*Prinzess Irene*) and the 9,000 ton *Derflinger* and *Lützow*.

Amongst the ships handed over to Great Britain was the 34,000 ton *Columbus*, which had been launched in December 1913 and became the White Star *Homeric*. A sister ship had been laid down at Danzig in 1914. It was intended that she too should be handed over, but on a technical point she was allowed to remain in Germany. She

was launched in June 1922 as the *Columbus*, and left Bremen for New York under the German flag in November 1923. She was a twin-screw ship of 32,354 tons, and was similar in dimensions, propelling machinery and appearance to the *Homeric*. She was by far the largest ship the N.D.L. had ever commissioned. Within a few months she and the *München* began to call at Southampton outwards and at Plymouth homewards.

The *Stuttgart*, a sister ship of the *München*, was placed in service in 1924, when several new ships were delivered for the Far Eastern and South American trades. A year later the 15,300 ton *Berlin* was completed, and was one of the last North Atlantic liners to be built with triple-expansion engines. Two years later the *Ormuz*, laid down as the N.D.L. *Zeppelin*, was purchased from the Orient Line and renamed *Dresden*. It was only occasionally that she called at Southampton, her usual itinerary being Bremen–New York direct or Bremen–Boulogne–Cobh–New York. It was during the same year (1927) that the Company first arranged for some of their steamers to make an occasional call at Galway. The results were so satisfactory that before long the Hamburg American, Cunard and White Star Lines followed suit.

The remarkable recovery staged by the N.D.L. is evident from the fact that during the year 1926 they carried 46,000 westbound and 23,000 eastbound passengers on the Bremen–New York route. Their total of 69,000 was under 10,000 less than the totals of either the Cunard or White Star Lines on their Southampton–New York services, and beat by a comfortable margin the New York totals of the C.G.T., "Hapag", Red Star and Holland America. It is not surprising, therefore, that this satisfactory showing, combined with the success of the *Columbus*, should remind them of the exploits of the *Kaiser Wilhelm der Grosse* in 1897 and make them decide to build two ships capable of regaining the speed record from the Cunarder *Mauretania*. The 50,000 ton *Bremen* and *Europa* were accordingly ordered in December 1926 from Weser of Bremen and Blohm & Voss of Hamburg respectively, and their keel plates were laid some six months later. They were launched on consecutive days during the summer of 1928, but the *Europa* was seriously damaged by fire when fitting out and the *Bremen* was completed many months before her. In appearance she differed considerably from any predecessor with two squat streamlined funnels, two masts and a raked stem. Her propelling machinery consisted of single-reduction geared turbines driving quadruple screws. Two unusual features were the bulbous stem and the forward, instead of aft, overlapping of her plating, which is stated to have increased her speed by about half a knot.

Great interest was shown in the *Bremen*'s maiden voyage in July 1929, and she did all that was expected of her by steaming from Cherbourg to Ambrose at an average speed of 27·83 knots. Homewards, she did even better with an average of 27·92 knots and thus, after 20 years, regained the "Blue Riband" for Germany.



There were several slight differences between the ships—including their tonnage, length, and the nature of their funnels. The *Europa*'s were oval instead of pear-shaped and were ten feet higher than her consort's. At a later date those of both ships were lengthened by 15 feet in order to keep the decks free of smuts. The *Europa* started her maiden voyage in March 1930, and during the same year succeeded in capturing the westbound record by a passage of 27·91 knots. Three years later, however, the *Bremen* left the issue in no doubt by steaming from Cherbourg to Ambrose at 28·51 knots. Her success was short-lived, as within a few weeks the Italian liner *Rex* made an appreciably faster passage from Gibraltar to Ambrose, and since then the *Normandie*, *Queen Mary* and *United States* have left her far behind.

Shortly after the *Bremen* was commissioned, the opportunity was taken to fit the *Columbus* with single-reduction geared turbines in place of her triple-expansion engines, and this increased her speed from 19 to about 23 knots. At the same time she was given two squat funnels so that her appearance should conform approximately with that of the *Bremen* and *Europa*. Changes in the case of two other ships call for brief mention. The earlier *Bremen* was renamed *Karlsruhe* in 1928 and was scrapped in 1932. The *München* was badly damaged by fire at New York in 1930, was extensively rebuilt at Bremen, and reappeared in 1931 as the *General von Steuben*.

The *Bremen* and *Europa* carried first, second, tourist and third class passengers from the start. The *Columbus* originally catered for first, second and third class only. Tourist third cabin, as it was originally called, was added later and consisted of the less luxurious second class cabins and the best of the third class. By 1931 the *Berlin*, *General von Steuben* and *Stuttgart* carried cabin, tourist and third classes. The description "second class" was rapidly dying out on the North Atlantic, and by 1932 the *Bremen* and *Europa* were the only ships in the whole of the trade still carrying it. The description "first class" was also dying out, and when the *Queen Mary* appeared in 1936 as a "cabin" ship the two N.D.L. ships soon followed her example.

Intense and often harmful rivalry had existed between the N.D.L. and "Hapag" almost from the date when the former started operations. There had on many occasions been rumours of the pending fusion of the two companies, but nothing came of them. A good deal of surprise was caused in 1930, therefore, by the announcement that an alliance, known as the "Hapag-Lloyd Union" had been entered into whereby all services were to be jointly operated, and all costs, profits and losses pooled. Neither company lost its separate identity. Four years later it was announced that the "Union" was to be dissolved, but in fact it was merely loosened and modified. The alterations principally affected the passenger and cargo service to North America and the mainly-cargo services to the Pacific coasts of America, Cuba and Mexico and the Far East. These were still jointly operated, but only the net proceeds therefrom were pooled. Amongst the services

to be operated independently by the N.D.L. was the Far Eastern passenger service, and an 18,000 ton liner under construction by "Hapag" for this trade was transferred to the N.D.L.

Both the N.D.L. and "Hapag" incurred serious operating losses in 1934 and 1935, and subsequently underwent a major capital reorganisation. It was stated that the losses were largely due to the devaluation of sterling and the dollar, but another reason was the boycotting of German ships by Jews in retaliation for their ill-treatment in Germany. At this time the Company's fleet consisted of 86 ocean-going ships of 614,000 gross tons. This was still somewhat less than the 1914 total, but in view of all the adverse circumstances was a noteworthy achievement.

The *Europa* was lying in her home port when World War II started. At a later date the *Bremen* managed to get back to Germany after an adventurous voyage, but the *Columbus* was not so fortunate and, when attempting to return from New York to the Fatherland in December 1939, was intercepted. She was promptly scuttled. The *Bremen* did not survive the war, however, as she was gutted by fire in March 1941 and has since been broken up. The *Europa*, although often a target for British and American bombers, was not seriously damaged. After the war she made one or two voyages as an American transport, and is now in service as the French Line's *Liberté*.

It was announced in January 1942 that a new company, DEUTSCHE NORDATLANTIK LINIE HAMBURG-BREMEN G.m.b.H., had been registered in Bremen with a capital of 40 million marks to carry on the North Atlantic services of the N.D.L. and "Hapag". This project was subsequently abandoned.

For the second time within 30 years the Norddeutscher Lloyd lost almost its entire fleet, the only survivors being one 1,230 ton motor ship and one small cargo steamer. A relaxation of the restrictions on German shipping made it possible in 1950 for a cargo service to New York to be started jointly with "Hapag". A year later a further relaxation enabled larger and faster ships to be employed and a few passengers carried. At the present time joint services are operating to New York; Cuba, Mexico and U.S. Gulf ports; Central America; west coast of South America; the Far East; and to Australia.

On January 30th 1954 the 18,000 ton twin-screw motor ship *Gripsholm* was sold to the Bremen-Amerika Linie, who in turn chartered her to the N.D.L. She is now sailing from Bremen to Halifax and New York as the *Berlin*. It is to be expected that further developments will follow, and that before very long the Company will again occupy a prominent position amongst the lines of the North Atlantic.

1. 1858 *Bremen*

2,674. 318×41. C-1-3. I-S-I(2)-10 (Caird). (I-60; II-110; III-400). 1858 (19/6) M/V Bremen-New York. 1873 (5/11) L/V Bremen-Southampton-New York. 1874 became *Bremen* (British); engines removed. 1882 wrecked.



2. 1858 *New York*  
2,674. Ditto. 1858 (14/8) M/V Bremen–New York. 1873 (20/12) L/V Bremen–Southampton–New York. 1874 became *New York* (British); engines removed. 1891 wrecked.
3. 1858 *Hudson*  
2,166. 307 × 41. C–2–3. I–S–I(2)–10 (Palmer). 1858 (11/9) M/V Bremen–New York. 1858 (2/11) destroyed by fire at Bremerhaven; rebuilt at Newcastle. 1863 became *Louisiana* (Ferne Bros.). 1863 (autumn) ditto (National) (*q.v.*). 1870 lengthened, compounded and renamed *Holland*. 1894 scrapped.
4. 1858 *Weser*  
2,166. Ditto. 1858 (4/12) M/V Bremen–New York; damaged by heavy seas and put back to Cork for repairs. 1859 (28/6) L/V Bremen–New York–Bremen (3 R/V). 1859 sold to France.
5. 1861 *Hansa* (I)  
2,992. 328 × 42. C–1–3. I–S–I(2)–11 (Caird). 1861 (24/11) M/V Bremen–Southampton–New York. 1875 (13/3) L/V ditto. 1879 became *Hansa* (British). 1881 compound engines. 1883 *Ludwig* (White Cross) (*q.v.*).
6. 1863 *America*  
2,752. 329 × 40. C–1–3. I–S–I(2)–11 (Caird). (I–76; II–107; III–480). 1863 (24/5) M/V Bremen–Southampton–New York. 1872 compound engines by Day Summers, Southampton. 1895 scrapped.
7. 1865 *Hermann*  
2,873. 332 × 40. 1–2. I–S–I(2)–11 (Caird). (I–80; II–120; III–500). Laid down as *Europa*. 1865 (17/12) M/V Bremen–Southampton–New York. 1872 compound engines by Day Summers, Southampton. 1893 sold.
8. 1866 *Deutschland*  
2,800. 325 × 40. 1–2. I–S–I(2)–11 (Caird). 1866 (14/10) M/V Bremen–Southampton–New York. 1872 compound engines. 1875 (6/12) wrecked on Goodwin Sands (50 or more).
9. 1867 *Union*  
2,800. 325 × 40. 1–2. I–S–I(2)–11 (Caird). Launched 1866 (27/10). 1867 (13/1) M/V Bremen–Southampton–New York. 1870 (28/11) wrecked on Rattray Head (Scotland) (0).
10. 1867 *Weser* (II)  
2,870. 351 × 40. 1–2. I–S–I(2)–11 (Caird). Launched 1867 (19/3). 1867 (1/6) M/V Bremen–Southampton–New York. 1881 compound engines by builders. 1896–97 scrapped.
11. 1868 *Baltimore*  
2,321. 297 × 39. S–1–2. I–S–I(2)–10 (Caird). (I–84; III–600). Laid down 1867 (27/2); Launched 1867 (3/8). 1868 (1/3) M/V Bremen–Southampton–Baltimore. 1880–81 compound engines by Weser, Bremen. 1894 scrapped.
12. 1868 *Berlin* (I)  
2,333. Ditto. 1868 (1/4) M/V Bremen–Southampton–Baltimore. 1882 compound engines by Weser, Bremen, 1895 scrapped.
13. 1868 *Rhein* (I)  
2,901. 349 × 40. S–1–2. I–S–I(2)–13 (Caird). 1868 (3/10) M/V Bremen–Southampton–New York. 1878 compound engines by builders. 1893 became *Rhein* (British).

14. 1868 *Main* (I)  
3,087. 348×40. S-1-2. I-S-I(2)-13 (Caird). 1868 (28/11) M/V Bremen-Southampton-New York. 1878 compound engines by builders. 1891 sold.
15. 1869 *Ohio*  
2,394. 302×39. S-1-2. I-S-I(2)-10 (Caird). 1869 (8/3) M/V Bremen-Southampton-Baltimore. 1880-81 compound engines by Vulkan. 1894 became *Amazzone* (Argentine Govt.).
16. 1869 *Donau*  
2,896—details as (14). Launched 1868 (24/10). 1869 (10/4) M/V Bremen-Southampton-New York. 1877 compound engines by builders. 1890 became *Donau* (Bischoff). 1895 (16/3) destroyed by fire on N. Atlantic; abandoned.
17. 1869 *Leipzig*  
2,388. 290×39. S-1-2. I-S-I(2)-10 (Caird). Launched 1869 (13/2). 1869 (5/5) M/V Bremen-Southampton-Baltimore. 1883 compound engines by Henniges, Bremen. 1895 sold.
18. 1869 *Hannover* (I)  
2,571. 311×39. S-1-2. I-S-I(2)-12 (Caird). Built for New Orleans service. 1869 M/V Bremen-Havre-New Orleans. 1871 (26/7) F/V Bremen-Southampton-New York. 1871-73 at least 4 R/V. 1880-81 compound engines by Vulkan. 1894-95 sold.
19. 1869 *Frankfurt* (I)  
2,582. 310×39. S-1-2. I-S-I(2)-12 (Caird). Built for New Orleans service. 1869 M/V Bremen-Havre-New Orleans. 1871 (28/6) F/V Bremen-Southampton-New York (several voyages in this and subsequent years). 1880 compound engines by builders. 1896 became *Frankfurt* (British). 1897 scrapped in Italy.
20. 1871 *König Wilhelm I*  
2,550. 311×39. S-1-2. I-S-I(2)-12 (Caird). Built for West Indies service. 1871 (7/3) M/V Bremen-Southampton-Panama. 1873 (19/8) F/V Bremen-Southampton-Baltimore. 1873 (15/10) F/V Bremen-Southampton-New York. 1873 (26/11) wrecked on Dutch coast (0).
21. 1871 *Köln* (I)  
2,555. Ditto. Launched 1870 (11/8) for New Orleans service. 1871 (1/4) M/V Bremen-Southampton-New Orleans. 1871 (2/8) F/V Bremen-Southampton-New York. 1871-74 at least eight New York voyages. 1884 compound engines. 1895-96 sold.
22. 1871 *Kronprinz Friedrich Wilhelm*  
2,387. 318×39. S-1-2. I-S-I(2)-12 (Caird). Built for West Indies service. 1871 (7/4) M/V Bremen-Southampton-Panama. 1873 (14/5) F/V Bremen-Southampton-New York (5 R/V). 1875 compound engines. 1887 quadruple-expansion engines by Denny. 1897-98 sold.
23. 1871 *Graf Bismarck*  
2,406. Ditto. Launched 1870 (9/11) for West Indies service. 1871 (7/5) M/V Bremen-Southampton-Panama. 1874 (11/2) F/V Bremen-Southampton-New York (2 R/V). 1879 compound engines by Weser, Bremen. 1896-97 sold.
- 23a. (1872) *Nemesis* (c)  
2,717. 353×41. C-1-3. I-S-I(2)-11 (Tod & McGregor). Built 1857 for P. & O. 1869-70 chartered to Cunard (*q.v.*). 1871 chartered to Inman (*q.v.*). 1872 (11/5) F/V Bremen-Southampton-New York (4 R/V).



24. 1872 *Strassburg*  
3,025. 354×39. S-1-2. I-S-I(2)-12 (Caird). Launched 1872 (24/5) for New Orleans service. 1872 (2/9) M/V Bremen-Southampton-New York. 1872 (16/10) F/V Bremen-Havre-New Orleans. 1874 compound engines. 1896-97 sold.
25. 1873 *Mosel*  
3,200. 349×40. S-1-2. I-S-I(2)-13 (Caird). (I-90; II-126; III-680). Launched 1872 (20/8). 1873 (4/1) M/V Bremen-Southampton-New York. 1875 (11/12) bomb explosion in dock at Bremen (128). 1882 compound engines by Elder, Glasgow. 1882 (9/8) wrecked near Lizard.
26. 1873 *Braunschweig*  
3,079. 351×39. S-1-2. I-S-C2-12 (Steele). Launched 1873 (1/4). 1873 (9/9) M/V Bremen-Southampton-Baltimore. 1897 sold.
27. 1873 *Feldmarschall Moltke*  
3,060. 350×39. S-1-2. I-S-C2-12 (Caird). (I-144; II-68; III-502). Launched 1873 (April) for West Indies service. 1873 (7/9) M/V Bremen-Southampton-Panama. 1874 (31/10) F/V Bremen-Southampton-New York (1 R/V). 1875 became *Assam* (P. & O.). 1896-97 *Kaijo Maru* (N.Y.K.).
28. 1873 *Minister Roon*  
3,068. Ditto. (I-144; II-68; III-502). Launched 1873 (16/6) for West Indies service. 1873 (7/10) M/V Bremen-Southampton-Panama. 1874 (25/3) F/V Bremen-Southampton-New York (3 R/V). 1875 became *Siam* (P. & O.). 1896-97 *Yorihime Maru* (Jap.).
29. 1873 *Hohenzollern* (I)  
3,092. 353×39. S-1-2. I-S-C2-12 (Earle's (Hull)). (I-142; III-800). Launched 1873 (24/5). 1873 (7/12) M/V Bremen-Southampton-Panama. 1874 (6/5) F/V Bremen-Southampton-New York (1874-75 3 R/V; others later). 1875 (1/3) opened Bremen-Antwerp-Brazil-River Plate service. 1886 Bremen-Far East service. 1890 triple-expansion engines by Vulkan. 1899-1900 sold.
30. 1874 *Nürnberg*  
3,116—details as (26). Launched 1873 (Sept.). 1874 (17/2) M/V Bremen-Southampton-Baltimore. 1895-96 sold.
31. 1874 *Neckar* (I)  
3,120. 351×40. S-1-2. I-S-C2-14 (Caird). Launched 1873 (10/11). 1874 (18/4) M/V Bremen-Southampton-New York. 1886 Bremen-Far East service. 1894 (or earlier) Mediterranean-New York. 1896 sold; scrapped.
32. 1874 *Oder*  
3,265. 350×40. S-1-2. I-S-C2-14 (Caird). 1874 (23/5) M/V Bremen-Southampton-New York. 1885 (25/4) L/V ditto. 1886 Bremen-Far East service. 1887 (May) wrecked at Socotra.
33. 1874 *General Werder*  
3,020. 351×39. S-1-2. I-S-C2-12 (Caird). (I-144; II-68; III-502). Launched 1874 (4/3). 1874 (16/9) M/V Bremen-Southampton-Baltimore. 1878-85 many New York voyages. 1886 Bremen-Far East service. 1893 became *Midnight Sun* (British); triple-expansion engines. 1898 (approx.) *Princess of Wales* (British).
34. 1874 *Hohenstaufen*  
3,098. 353×39. S-1-2. I-S-C2-12 (Earle's (Hull)). (I-142; III-800). Launched 1873 (24/9); trials held 1874 (20/7). 1874 (24/10) M/V Bremen-Southampton-New York (2 R/V). 1875 Bremen-S. America service. 1890 triple-expansion engines by Vulkan. Placed in Australian service. 1897-98 sold.

35. 1875 *Salier*  
3,083. 354×40. S-1-2. I-S-C2-12 (Earle's (Hull) ). (I-142; III-800).  
Launched 1874 (15/6); trials held 1875 (14/7). 1875 (8/9) M/V Bremen--  
Southampton-New York (3 R/V). 1876 Bremen-S. America service. 1882-84  
many New York voyages. 1891 triple-expansion engines by Vulkan. 1896  
(Dec.) sunk in Bay of Biscay.
36. 1875 *Habsburg*  
3,094. 351×39. S-1-2. I-S-C2-12 (Earle's (Hull) ). (I-142; III-800).  
Launched 1875 (9/1). 1875 M/V Bremen-S. America. 1876 (11/3) F/V Bremen  
-Southampton-New York. 1881-84 14 or more New York voyages. 1891  
triple-expansion engines by Vulkan. 1899-1900 sold.
37. 1879 *Hansa* (II)  
2,513. 332×36. S-1-2. I-S-C2-11 (Oswald, Mordaunt (Southampton) ).  
1880 (4/1) wrecked on Terschelling Is. (0).
38. 1881 *Elbe*  
4,510. 418×45. S-2-4. I-S-C3-15 (Elder). 1881 (24/6) M/V Bremen-South-  
ampton-New York. 1895 collision with s.s. *Craithie* in North Sea (332).
39. 1882. *Werra*  
5,109. 433×46. S-2-4. I-S-C3-16 (Elder). (I-125; II-130; III-1,000). 1882  
(9/10) M/V Bremen-Southampton-New York. 1891-1901 Mediterranean  
-New York service. 1903 scrapped.
40. 1883 *Fulda*  
5,124. 430×46. S-2-4. I-S-C3-16 (Elder). 1883 (12/3) M/V Bremen-South-  
ampton-New York. 1886 (14/3) rescued passengers and crew of Cunard  
*Oregon*. 1891-98 Mediterranean-New York service. 1899 scrapped after sus-  
taining serious damage in dry dock at Birkenhead (see Beaver Line).
41. 1884 *Eider*  
4,719. 430×47. S-2-4. I-S-C3-16 (Elder). 1884 (17/3) M/V Bremen-South-  
ampton-New York. 1892 (31/1) stranded on Isle of Wight; refloated; scrapped.
42. 1885 *Ems*  
4,933. Ditto. 1884 (2/6) M/V Bremen-Southampton-New York. 1896 (12/3)  
L/V ditto. 1896-1901 Mediterranean-New York service; two masts. 1901 became  
*Lake Simcoe* (Elder Dempster) (*q.v.*). 1904 scrapped.
43. 1886 *Aller*  
4,964. 438×48. S-2-4. S-S-T3-17 (Fairfield). 1886 M/V Bremen-Southamp-  
ton-New York. 1897 (21/2) L/V ditto. 1897 refitted; masts reduced to two.  
1897-1902 Mediterranean-New York service. 1904 scrapped.
44. 1886 *Trave*  
5,381. Ditto. 1886 M/V Bremen-Southampton-New York. 1897 refitted;  
masts reduced to two. 1901 (27/1) L/V Bremen-Southampton-New York.  
1901-02 Mediterranean-New York service. 1903 (?) laid up. 1908 sold. 1909  
scrapped.
45. 1886 *Saale*  
5,381. Ditto. 1886 M/V Bremen-Southampton-New York. 1895 (approx.)  
masts reduced to two. 1900 (30/6) involved in New York dock fire (109); sold.  
1900 became cargo steamer *J. L. Luckenback* (U.S.); new triple-expansion  
engines. Later *Princess*, later *Madison*. 1924 scrapped in Italy.
46. 1887 *Lahn*  
5,681. 448×49. S-2-4. S-S-T5-18 (Fairfield). (I-224; II-106; III-700).  
1887 (Dec.) M/V Bremen-Southampton-New York. 1895 (approx.) masts  
reduced to two. 1901 (30/9) L/V ditto. 1901-03 Mediterranean-New York  
service. 1904 became *Russ* (Russian). Later *Dniester*.



47. 1888 *Dresden* (I)  
4,500. 390×47. S-1-2. S-S-T3-13 (Fairfield). (I-38; II-20; III-1,759). Interchangeable between South American, Far East, Australian and North Atlantic services. Made many voyages Bremen-New York or Baltimore. 1903 became *Helius*. Later *Tirimujghian* (Turkish).
48. 1889 *München* (I)  
4,500. Ditto. (I-38; II-20; III-1,763). Employment as (47). 1902-03 became *Gregory Morch* (Russian).
49. 1889 *Kaiser Wilhelm II*  
(1901) *Hohenzollern* (II)  
4,773. 450×51. S-2-4. S-S-T3-16 (Vulkan (Stettin)). Launched 1889 (23/4). 1889-93 Bremen-New York; Bremen-Australia or Mediterranean-New York. 1893 (5/6) sank at berth in Genoa; refitted; tonnage increased to 6,661; masts reduced to two. 1893 onwards mostly Mediterranean-New York. 1901 renamed to make way for new "express" steamer. 1908 wrecked on Sardinia.
50. 1889 *Karlsruhe* (I)  
5,057. 415×48. S-1-2. S-S-T3-13 (Fairfield). (I-44; II-36; III-1,955). Employment as (47). 1908-09 scrapped.
51. 1889 *Stuttgart* (I)  
5,048. Ditto. (I-44; II-36; III-1,955). Employment as (47). 1908-09 scrapped.
52. 1890 *Darmstadt*  
5,012. Ditto. (I-49; II-38; III-1,904). Employment as (47). 1910 became *Kara Deniz* (Turkish).
53. 1890 *Oldenburg*  
5,006. Ditto. (I-49; II-38; III-1,901). Employment as (47). 1910 became *Ak-Deniz* (Turkish).
54. 1890 *Gera*  
5,000. Ditto. (I-49; II-38; III-1,901). Employment as (47). 1908-09 became *Valparaiso* (Italian).
55. 1890 *Spree*  
(1900) *Kaiserin Maria Theresa*  
6,963. 463×52. S-2-3. S-S-T5-18 (Vulkan (Stettin)). (I-244; II-122; III-460). 1890 (6/11) M/V Bremen-Southampton-New York. 1899 lengthened to 528 ft. (7,840 tons), converted to twin-screw (T8); three funnels, two masts; renamed. 1900 (11/3) F/V as "*K.M.T.*" ditto. 1904 became *Ural* (Russian). 1905 (27/5) sunk at battle of Tsushima.
56. 1891 *Havel*  
6,875. Ditto. (I-244; II-122; III-460). 1891 (2/2) M/V Bremen-Southampton-New York. 1898 (17/4) L/V ditto. 1898 became *Meteoro* (Spanish armed cruiser). 1899 *Alfonso XII* (Cia Trasatlantica) (*q.v.*). 1926 scrapped in Italy.
57. 1891 *Weimar*  
4,996—details as (50). (I-49; II-38; III-1,907). Employment as (47). 1908 became *Santiago* (Italian). Later *Armonia* (Chilean). 1918 torpedoed.
58. 1892 *H. H. Meier*  
5,140. 421×48. S-1-3. S-2S-T6-13 (Armstrong Mitchell (Newcastle)). Laid down as *Lucania*; purchased on the stocks for S. American trade. 1892 (25/12) M/V Bremen-Southampton-New York; many New York voyages subsequently. 1901 became *Manuel Calvo* (Cia Trasatlantica) (*q.v.*).

59. 1893 *Roland*  
3,603. 345×44. S-1-2. S-S-T3-12 (ditto). (III). Trials 1893 (30/8). 1893 Bremen-New York (new cargo and emigrant service). 1899 (or earlier) Bremen-Baltimore. 1910 became *Bahriahmer* (Turkish).
60. 1894 *Willehad*  
4,761. 383×46. S-1-2. S-2S-T6-13 (Blohm & Voss (Hamburg)). 1894 Bremen-New York (new cargo and emigrant service). 1899 (or earlier) Bremen-Baltimore. 1909 Bremen-Quebec-Montreal. 1917 became *Wyandotte* (U.S. Govt.). 1924 scrapped at Baltimore.
61. 1894 *Wittekind*  
5,640. Ditto. 1894 Bremen-New York (new cargo and emigrant service). 1896 Bremen-S. America service. 1909 Bremen-Quebec-Montreal. 1917 became *Iroquois* (U.S. Govt.). 1919 *Freedom* (ditto). 1924 scrapped.
62. 1894 *Prinz Regent Luitpold*  
6,288. 455×50. S-2S-T6-14 (Schichau (Danzig)). Built for Australia or Far East trade. 1897-99 made five or more R/V Bremen-Southampton-New York. 1915 became *Pietro Calvi* (Italian).
63. 1896 *Barbarossa*  
10,769. 525×60. 2-2. 2S-Q8-15 (Blohm & Voss (Hamburg)). (I-226; II-255; III-1,600). Interchangeable between New York and Australian trades. 1917 became *Mercury* (U.S. Govt.). 1924 scrapped.
64. 1896 *Friedrich der Grosse*  
10,536. 523×60. 2-2. 2S-Q8-15 (Vulkan (Stettin)). Interchangeable between New York and Australian trades. 1917 became *Huron* (U.S. Govt.). Later *City of Honolulu*. 1922 scrapped.
65. 1896 *Königin Luise*  
10,566—details as (63). (Vulkan (Stettin)). Interchangeable between New York and Australian trades. 1904-10 New York-Mediterranean service. 1920 became *Omar* (Orient). 1924 *Edison* (Byron). 1929 *Edison* (National S.N. Co. of Greece) (*q.v.*). 1935 scrapped in Italy.
66. 1897 *Bremen* (II)  
10,525—details as (63). (Schichau (Danzig)). Interchangeable between New York and Australian trades. 1919 became *Bremen* (British). 1921 *Constantinople* (Byron). 1924 *King Alexander* (National S.N. Co. of Greece) (*q.v.*). 1926 scrapped.
67. 1897 *Kaiser Wilhelm der Grosse*  
14,349. 627×66. 4-2. 2S-T8-22 (Vulkan (Stettin)). (I-332; II-343; III-1,074). 1897 (19/9) M/V Bremen-Southampton-New York-Plymouth-Bremen. 1913 III and steerage only. 1914 (27/8) sunk by British cruiser *Highflyer* at Rio de Oro.
68. 1898 *Kaiser Friedrich*  
12,480. 582×64. 3-2. 2S-Q(10)-20 (Schichau (Danzig)). 1898 (12/5) M/V Bremen-Southampton-New York. 1899 (6/6) L/V ditto (9 R/V). 1899 returned to builders, who chartered her to "Hapag" (*q.v.*). 1912 became *Burdigala* (Cie Sud-Atlantique). 1916 (14/11) torpedoed in Mediterranean.
69. 1899 *Frankfurt* (II)  
7,431. 429×54. 1-2. 2S-T6-13 (Tecklenborg). Interchangeable—mostly Baltimore service. 1919 became *Frankfurt* (British). 1922 *Sarvistan* (British). 1931 scrapped in Japan.



70. 1899 *Hannover* (II)  
7,305. 430×54. 1-2. 2S-Q8-13 (Wigham Richardson (Newcastle)). Interchangeable—mostly Baltimore service. 1919 became *Hannover* (British). 1922 resold to N.D.L. 1922 (Feb.) F/V after Armistice, Bremen-New York. 1929 scrapped.
71. 1899 *Köln* (II)  
7,409. 430×54. 1-2. 2S-T6-13 (Tecklenborg). Interchangeable—mostly Baltimore service. 1917 became *Amphion* (U.S. Govt.).
72. 1899 *Grosser Kurfürst*  
12,500. 560×62. 2-2. 2S-Q8-16 (Schichau (Danzig)). Interchangeable between New York and Australian trades. 1917 became *Aeolus* (U.S. Govt.). Later *City of Los Angeles*.
73. 1899 *Main* (II)  
10,200. 500×58. 1-4. 2S-Q8-14 (Blohm & Voss (Hamburg)). Interchangeable—mostly New York and Baltimore services. 1914-18 at Antwerp. 1919 became *Main* (British). 1920-21 *Main* (French Govt.). 1925 scrapped.
74. 1899 *Rhein* (II)  
10,058. 501×58. 1-4. 2S-Q8-14 (ditto). Interchangeable—mostly New York and Baltimore services. 1917 became *Susquehanna* (U.S. Govt.). 1920 ditto (U.S. Mail S.S. Co.) (*q.v.*). 1921 ditto (U.S. Lines) (*q.v.*). 1928 (approx.) scrapped.
75. 1899 *König Albert*  
10,643. 499×60. 2-2. 2S-Q8-15 (Vulkan (Stettin)). Built for Far East service. 1903 (13/3) F/V Bremen-Cherbourg-New York. 1905-14 mostly Mediterranean-New York. 1915 became *Ferdinando Palusiano* (Italian hospital ship). 1920 ditto (N.G.I.) (*q.v.*). 1926 scrapped.
76. 1900 *Prinzess Irene*  
(1923) *Bremen* (III)  
(1923) *Karlsruhe* (II)  
10,881. 524×60. 2-2. 2S-Q8-15 (ditto). Built for Far East service. 1900 (3/11) M/V Bremen-Southampton-China-Japan. 1903 (27/3) F/V Bremen-Southampton-New York. 1903 (Apr.) F/V New York-Mediterranean. 1903-14 ditto. 1917 became *Pocahontas* (U.S. Govt.). 1921 ditto (U.S. Mail S.S. Co.) (*q.v.*). 1923 (Apr.) F/V as *Bremen*. Bremen-New York. 1928 renamed to make way for new "express" liner. 1932 scrapped in Germany.
77. 1901 *Brandenburg*  
7,532. 429×54. 1-2. 2S-Q8-13 (Vulkan (Vege sack)). Interchangeable—mostly Baltimore service. 1917 became *Hecuba* (U.S. Govt.). 1924 (Dec.) sold; scrapped.
78. 1901 *Breslau*  
7,524. Ditto. Interchangeable—mostly Baltimore service. 1917 became *Bridgeport* (U.S. Govt.).
79. 1901 *Cassel*  
7,543. 428×54. 1-2. 2S-T6-13 (Tecklenborg). Interchangeable—mostly Baltimore service. 1919 became *Maréchal Gallieni* (French).
80. 1901 *Chemnitz*  
7,542. Ditto. Interchangeable—mostly Baltimore service. 1919 became *Chemnitz* (British). 1923 (Nov.) sold; scrapped in Holland.

81. 1901 *Neckar* (II)  
9,835. 499×58. 1-4. 2S-Q8-14 (Tecklenborg). Interchangeable—mostly New York and Baltimore services. 1917 became *Antigone* (U.S. Govt.). 1921 ditto (U.S. Mail S.S. Co.) (*q.v.*). 1921 *Potomac* (ditto). 1921 ditto (United States Lines) (*q.v.*). 1928 scrapped.
82. 1901 *Kronprinz Wilhelm*  
14,908. 637×66. 4-2. 2S-Q(12)-22 (Vulkan (Stettin) ). (I-593; II-362; III-696). 1901 (17/9) M/V Bremen-Southampton-New York. 1914 (3-4/8) escaped from New York and acted as commerce raider until 1915 (10/4). 1917 became *Von Steuben* (U.S. Govt.). 1923 scrapped.
83. 1903 *Kaiser Wilhelm II.*  
19,361. 684×72. 4-3. 2S-Q(16)-23 (Vulkan (Stettin) ). (I-775; II-343; III-770). 1903 (14/4) M/V Bremen-Southampton-New York. 1917 became *Agamemnon* (U.S. Govt.). 1927 *Monticello* (U.S.S.B.). 1940 scrapped at Baltimore.
84. 1903 *Roon*  
8,022. 454×56. 1-2. 2S-T6-14 (Tecklenborg). (I-100; II-100; III-1,700). Built for Far East/Australian trades, but made some North Atlantic voyages. (*e.g.*, 1909). 1920 became *Constantinoupolis* (Greek). 1925 (May) sold; scrapped.
85. 1903 *Gneisenau*  
8,081. Ditto. (Vulkan (Stettin) ). Built for Far East/Australia trades, but probably made some North Atlantic voyages. 1914-18 at Antwerp; used as depot ship. 1919 became *Gneisenau* (British). 1921 *Città di Genova* (Italian). 1930 scrapped.
86. 1903 *Schleswig*  
6,955. 449×52. 1-2. 2S-T6-14 (ditto). Built for South American trade, but probably made some North Atlantic voyages. 1919 became *Général Duchesne* (French).
87. 1903 *Seydlitz*  
7,942. 450×55. 1-2. 2S-T6-14 (Schichau (Danzig) ). (I-100; II-100; III-1,700). Built for Far East/Australia trades, but probably made some North Atlantic voyages. 1914 (3/8) sailed from Sydney and eventually took refuge at Bahia Blanca. 1922 (Feb.) F/V of Line after Armistice, Bremen-New York. 1933 scrapped.
88. 1903 *Zieten*  
8,066. 449×55. 1-2. 2S-T6-14 (ditto). (I-100; II-100; III-1,700). Built for Far East/Australia trades, but made some North Atlantic voyages (*e.g.*, 1903). 1916 became *Tungue* (Portuguese). 1917 (27/11) torpedoed by German submarine.
89. 1904 *Scharnhorst*  
8,131. 453×56. 1-2. 2S-T6-14 (Tecklenborg). Built for Far East/Australia trades, but probably made some North Atlantic voyages. 1919 became *Scharnhorst* (French Govt.). 1921 *La Bourdonnais* (C.G.T.) (*q.v.*). 1933 sold; 1934 scrapped at Genoa.
90. (1904) *Prinzess Alice*  
10,911. 522×60. 2-2. 2S-Q8-15 (Vulkan (Stettin) ). Built 1900 as *Kiautschou* ("Hapag"). 1904-14 mostly Far Eastern trade, but made several New York voyages. 1917 became *Princess Matoika* (U.S. Govt.). 1921 ditto (U.S. Mail S.S. Co.) (*q.v.*). 1921 ditto (U.S.L.) (*q.v.*). 1922 *President Arthur* (U.S.L.).



91. 1906 *Bülow*  
9,028. 462 × 58. 1-2. 2S-Q8-14 (Tecklenborg). Built for Far East/Australia trades, but made some North Atlantic voyages (e.g., 1908). 1916 became *Tras-os-Montes* (Portuguese). 1927 *Nyassa* (Portuguese). 1952 scrapped.
92. 1906 *Kleist*  
8,950. 463 × 57. 1-2. 2S-Q8-14 (Schichau (Danzig)). Built for Far East/Australia trades, but probably made some North Atlantic voyages. 1919 became *Yoshino Maru* (Jap.).
93. 1906 *Yorck*  
8,901. Ditto. Built for Far East/Australia trades, but probably made some North Atlantic voyages. 1914 (Aug.) at Tsingtao, and eventually proceeded to Valparaiso. 1922 (11/3) F/V after Armistice, Bremen-New York. 1932-33 scrapped.
94. 1907 *Kronprinzessin Cecilie*  
19,400. 678 × 72. 4-3. 2S-Q(16)-23 (Vulkan (Stettin)). 1907 (6/8) M/V Bremen-Southampton-New York. 1917 became *Mount Vernon* (U.S. transport). 1918 (5/9) torpedoed but reached port (36). 1919 onwards laid up. 1940 scrapped.
95. 1907 *Goeben*  
8,792. 462 × 58. 1-2. 2S-Q8-14 (Weser (Bremen)). Built for Far East/Australia trades, but probably made some North Atlantic voyages. 1920 became *Roussillon* (C.G.T.) (q.v.). 1931 sold; scrapped.
96. 1908 *Derfflinger*  
9,060—details as (92). Built for Far East/Australia trades, but probably made some North Atlantic voyages. 1914 became *Huntsgreen* (British). 1923 resold to N.D.L.; reverted to *Derfflinger*. 1923 F/V Bremen-New York. 1932-33 scrapped.
97. 1908 *Prinz Friedrich Wilhelm*  
17,082. 590 × 68. 2-2. 2S-Q8-17 (Tecklenborg). (I-416; II-338; III-1,726). 1908 Bremen-Southampton-New York (extra service). 1919 operated by U.S. Navy Dept. 1920 became *Prinz Friedrich Wilhelm* (Can. Pac. chartered) (q.v.). 1922 *Empress of India* (Can. Pac.). 1922 *Montlaurier* (Can. Pac.). 1925 *Monteith* (Can. Pac.). 1925 *Montnairn* (Can. Pac.). 1929 sold; 1931 scrapped.
98. 1908 *Lützow*  
8,818. 462 × 57. 1-2. 2S-Q8-14 (Weser (Bremen)). Built for Far East/Australia trades, but made some North Atlantic voyages (e.g., 1908). 1914 became *Huntsend* (British). 1924 resold to N.D.L.; reverted to *Lützow*. 1924 F/V Bremen-New York. 1932 scrapped.
99. 1908 *Berlin* (II)  
17,324. 590 × 70. 2-2. 2S-Q8-17 (Weser (Bremen)). (I-266; II-246; III-2,700). New York-Mediterranean service. 1914 became a minelayer and was responsible for sinking battleship *Audacious*. 1921 became *Arabic* (White Star) (q.v.). 1931 scrapped in Italy.
100. 1909 *George Washington*  
25,570. 699 × 78. 2-4. 2S-Q8-18 (Vulkan (Stettin)). (I-520; II-377; III-2,000). 1909 (12/6) M/V Bremen-Southampton-New York. 1917 became *George Washington* (U.S. troopship). 1921 ditto (U.S. Mail S.S. Co.) (q.v.). 1921 ditto (United States Lines) (q.v.). 1951 scrapped.
- — *Columbus* (I)  
34,351. Launched 1913 (17/12). Never commissioned by N.D.L.—see *Homeric* (White Star).

- — *München* (II)  
19,000. Never commissioned by N.D.L.—see *Ohio* (R.M.S.P.).
101. 1922 *Sierra Nevada*  
8,753. 439×56. 2-2. 2S-T6-14 (Vulkan (Stettin) ). Built for S. American service. 1922 (Sept.) M/V Bremen–New York (2 R/V). 1925-26 became *Madrid*.
102. 1923 *Sierra Ventana*  
11,452. 512×62. 2-2. 2S-T6-15 (Bremer Vulkan (Vegesack) ). Built for S. American service. 1923 M/V Bremen–New York (2 or 3 R/V). 1935 became *Sardegna* (Italian).
103. 1923 *München* (III)  
(1931) *General von Steuben*  
13,325. 527×65. 2-2. 2S-T8-15 (Vulkan (Stettin) ). 1923 (14/9) M/V Bremen–New York. 1930 gutted by fire at New York; rebuilt at Bremen (14,690 tons); oil instead of coal-burning; renamed. 1938 became *Steuben* ("Strength through Joy" ship). 1945 (20/2) sunk by Russian submarine in Baltic.
104. 1923 *Columbus* (II)  
32,354. 750×83. 2-2. 2S-T8-19 (Schichau (Danzig) ). 1923 (Nov.) M/V Bremen–New York. 1929 re-engined (ST-SR); speed 23 knots; shorter funnels of greater diameter. 1939 (19/12) scuttled to avoid capture.
105. 1924 *Stuttgart* (II)  
13,367—details as (103). 1924 M/V Bremen–New York. 1943 (9/10) destroyed during air attack on Gdynia.
106. 1925 *Berlin* (III)  
15,286. 549×69. 2-2. 2S-T8-16 (Bremer Vulkan (Vegesack) ). 1925 M/V Bremen–Southampton–New York. 1939 became "Strength through Joy" ship. 1945 (Jan.) sunk by mine off Swinemünde.
107. (1927) *Dresden* (II)  
14,588. 550×67. 2-2. 2S-Q8-15 (Bremer Vulkan (Vegesack) ). Laid down as *Zeppelin* (N.D.L.). 1919 surrendered to Great Britain. 1920 became *Ormuz* (Orient). 1927 F/V Bremen–New York. 1934 (20/6) wrecked on Norwegian coast during cruise.
108. 1929 *Bremen* (IV)  
51,656. 899×102. 2-2-C. 4S-ST(SR)-27 (Weser (Bremen) ). (I-600; II-500; tourist 300; III-600). Launched 1928 (16/8). 1929 (16/7) M/V Bremen–Southampton–New York. 1939 (6/9) arrived Murmansk from New York; later returned to Germany. 1941 (18/3) destroyed by fire at Bremen during air raid; subsequently scrapped.
109. 1930 *Europa*  
49,746. 890×102. 2-2-C. 4S-ST(SR)-27 (Blohm & Voss (Hamburg) ). Launched 1928 (15/8); damaged by fire whilst fitting out. 1930 (19/3) M/V Bremen–Southampton–New York. 1946 became *Liberté* (C.G.T.) (*q.v.*).
- 109b. (1954) *Gripsholm* (M/S) (*c*)  
(1955) *Berlin* (M/S) (*c*)  
17,993. 553×74. 2-2. 2S-4SC. DA-16 (Armstrong Whitworth (Newcastle) ). Built 1925 as *Gripsholm* (Swedish American) (*q.v.*). 1954 (Feb.) F/V Bremen–New York as *Gripsholm*. 1955 (8/1) F/V ditto as *Berlin*.

FUNNEL: (a) 1858. Black.  
(b) 1881. Ditto; but "express" steamers buff.  
(c) 1889. Buff.

FLAG: White; blue key and anchor crossed, with oak wreath in centre.



## Chapter 54

1858

BRITISH & IRISH TRANSATLANTIC STEAM PACKET  
COMPANY

(BRITISH)

THIS was the description adopted by the British & Irish Steam Packet Company to advertise two sailings, on August 3rd and September 23rd 1858, by the 768 ton iron screw *Lady Eglinton* from Galway to Quebec and Montreal.<sup>1</sup> This steamer was already known in the Canadian trade and carried first, second and third class passengers. Through bookings were advertised in connection with the Grand Trunk Railway to St. Louis, whence "the American overland conveyance starts daily for California"!

This short-lived service can be regarded as complementary to the Galway-New York service of the Galway Line, which had started a few weeks previously.

1. (1858) *Lady Eglinton*

768. 192 × 28. C-1-3. I-S-?-10 (Napier). Built 1853. 1853 made two voyages for Canadian S.N. Co. (*q.v.*).

## Chapter 55

1860-61

## NORTH ATLANTIC STEAMSHIP COMPANY

(UNITED STATES)

THE 3,670 ton wooden paddle steamer *Adriatic* was laid up on and off for over two years after completing her one and only round voyage for the Collins Line. On April 14th 1860 she sailed from New York for Southampton and Havre on the first of five round voyages under the auspices of the NORTH ATLANTIC STEAMSHIP COMPANY. On her third westbound voyage she made a fast run of 9 days 14½ hours from New York to Cowes.

The ex-Collins *Atlantic* was advertised to undertake two round voyages on the same route at the conclusion of the *Adriatic's* spell of duty. In fact, she made only one, and a few months later was taken up by the Federal Government as a transport. In the meanwhile, the *Adriatic* had been sold to the Galway Line, and made her final trip under the American flag from New York to Southampton in March 1861. This purchase can be considered the immediate reason for the closing down of the North Atlantic Steamship Company's service, but in any event the American Civil War would have brought this about. The real reason was undoubtedly the Company's inability to secure a permanent mail contract from the U.S. authorities.

(1) *The Times*, July/Sept. 1858 and *Glasgow Herald*, 13/9/58.

## Chapter 56

1860-63

## GREAT SHIP COMPANY

(BRITISH)

**T**HE GREAT SHIP COMPANY was established in 1858 to purchase the partly-finished *Great Eastern* (ex-*Leviathan*) from the bankrupt Eastern Steam Navigation Company, supervise her completion and undertake her subsequent operation.

At that time the principal obstacles to the development of steamship services between the United Kingdom and the Far East or Australia were the limited coaling facilities *en route* and the high prices for bunker coal in the few places where it could be obtained. Isambard Kingdom Brunel, chief engineer of the Great Western Railway and designer of the steamers *Great Western* and *Great Britain*, persuaded the Eastern Steam Navigation Company to let him design a giant ship capable of steaming from England to Ceylon without refuelling. He had very little existing data on which to work as the largest ship afloat was the 3,500 ton P. & O. iron screw *Himalaya*, which was nothing like the size of the ship he had in mind. In due course he designed a ship of 18,915 tons, with a length of 680 feet as compared with the 340 feet of the *Himalaya*, and a beam of 83 feet (118 feet over the paddle boxes). Propulsion was to be by paddle as well as screw.

The keel plate of the new ship, the *Leviathan*, was laid by Scott, Russell & Co. on the Thames at Millwall on May 1st 1854. Building proceeded slowly as every important feature was on an unheard of scale of size and strength. For instance, a complete double hull of iron was provided from the keel to a point about six feet above the waterline, the inner and outer skins being about three feet apart. The hull was divided by nine transverse bulkheads, some of the watertight compartments so formed being sub-divided longitudinally.

Owing to her immense size the *Leviathan* had been built broadside-on to the river. The launching date was fixed for November 3rd 1857, but when the time came she moved only a few feet and then stuck. Everything possible was done to free her, but with no avail until, on January 31st 1858, a spring tide and strong easterly wind combined to allow her to launch herself. She had cost nearly £750,000, the original company had heavily overspent its capital and the *Leviathan*, which in the meanwhile had been renamed *Great Eastern*, was sold to the Great Ship Company for £160,000. The original intention of running her to the East was abandoned, and instead it was decided that she should operate on the North Atlantic.

The *Great Eastern* was completed in September 1859. She had an unorthodox appearance with five irregularly-spaced funnels, six masts



and a straight stem. Her propelling machinery consisted of a set of horizontal direct-acting engines with four cylinders 84 inches in diameter by 48 inches stroke driving a single screw 24 feet in diameter, and a set of oscillating engines with four cylinders 74 inches in diameter by 14½ feet stroke driving the paddle wheels of 58 feet diameter. There were ten boilers fed by over 100 furnaces. On September 9th 1859 the *Great Eastern* steamed down the Thames and through the Straits of Dover into the English Channel, her destination being Portland (near Weymouth). All went well until she was passing Hastings, when an explosion occurred in the engine room, resulting in the death of six engineers and injuries to a number of others. The ship itself was not seriously damaged. It had been intended that she should make a trial cruise on September 17th from Portland to Holyhead preparatory to her maiden voyage from Holyhead to Portland (Maine), and the Company had been advertising that passengers would be carried at fares varying between £6 and £10, according to the cabin occupied.<sup>1</sup> Owing to the mishap it was necessary to cancel the cruise, and after proceeding on an extended trial trip to Holyhead, where she narrowly escaped disaster during a severe storm, the *Great Eastern* was laid up at Southampton until the following summer.

The maiden voyage of the *Great Eastern* started from Southampton on June 17th 1860. New York was reached in 11 days 13¼ hours at an average speed of 11·36 knots, which was below expectations although faster than the average for those days. The passengers numbered rather fewer than 40, all first class, at a uniform fare of £25. Homewards the passenger list was 70.

Nearly a year passed before the *Great Eastern*'s second voyage, on May 1st 1861, from Milford Haven to New York. The third voyage was the only completely successful one ever made by the ship, which was under charter to the British Government following the *Trent* affair. She sailed from Liverpool on June 27th 1861 for Quebec with over 2,000 officers and men, 40 male civilians and over 400 women and children. The fourth voyage, on September 10th 1861, also had the makings of success as on this occasion she left Liverpool for New York with over 400 fare-paying passengers—a sure indication that the public's confidence in her was increasing. Alas, on the second day out her steering gear and both paddle wheels were put out of action during a severe gale. For 48 hours the ship was tossed about like a cork, much to the discomfort of all on board. Eventually, temporary repairs to the rudder were effected and the ship crept into Queens-town (Cobh) under her screw engines alone.

The *Great Eastern* made three round voyages to New York in 1862 and three in 1863, all being from Liverpool except the first 1862 voyage, which started from Milford Haven. First class passengers at £20 to £28, second class at £12, intermediate at eight guineas and steerage at five guineas were carried.

(1) *The Times*, 3/9/59 (advt.).

The Great Ship Company went into liquidation in December 1863. In the following February the *Great Eastern* was sold to the Great Eastern Company for £95,000.

Before dealing with the subsequent history of the *Great Eastern* it should be mentioned that the first transatlantic cablegram had been despatched from Valentia (Ireland) to Newfoundland on August 6th 1858, and that the service was only in operation until September 1st of the same year, when the line failed. It was not until 1864 that the Telegraph Construction & Maintenance Company put in hand the manufacture of a new cable. In the meanwhile the *Great Eastern* had been chartered as a cable ship. She left Liverpool for Sheerness in July 1864, and in preparation for her new duties two of her boilers and one of her funnels were removed to make way for three large tanks capable of storing the cable, which took six months to splice and coil.

The *Great Eastern* left the Medway on June 4th 1865 with 4,600 tons of cable and 7,000 tons of coal. Operations began at Valentia on July 22nd, and by August 1st over 1,000 miles of cable had been paid out, not without many anxious moments. After two faults had been rectified a third was discovered. The cable parted and sank in 12,000 feet of water, all efforts at recovery failed and on August 10th the *Great Eastern* returned to port.

A new company, the Anglo-American Telegraph Company, was formed in March 1866, arrangements having already been made for the Telegraph Construction & Maintenance Company to lay a new cable and raise the original one. The *Great Eastern* sailed from Valentia on July 13th 1866, received the shore end of the cable from an escort ship and began to pay out. On the following day some hundreds of feet of cable became twisted, but by skilful handling it was successfully straightened. The remainder of the task was completed without incident and on July 26th the *Great Eastern* steamed into Heart's Content Harbour, Newfoundland. The shore end of the cable was landed on the following day. On September 2nd the *Great Eastern* succeeded in recovering the 1865 cable, and six days later arrived again at Heart's Content, thereby completing a second transatlantic cable.

At the conclusion of these activities the *Great Eastern* was chartered by the Société des Affréteurs du Great Eastern of Paris to undertake a series of voyages between New York and Brest, catering for passengers proceeding to and from the Paris Exhibition of 1867. She received new boilers, steam steering gear (the first to be installed in any ship) and a thorough refit at the hands of G. Forrester & Co. of Liverpool. She sailed from Liverpool for New York on her eleventh and last transatlantic passenger voyage (the tenth, if her disastrous fourth voyage be excluded) on March 26th 1867, returning from New York on April 16th to Brest. Her passenger complement on this occasion was under 200, a heavy loss was incurred and instead of undertaking the further voyages, according to schedule, she returned to Liverpool.



In 1869 the *Great Eastern* was engaged in a spell of cable-laying from France to America, followed by one from Bombay to Aden. For many years subsequently she was laid up at Milford Haven. From time to time attempts were made to find profitable employment for her, and it was announced in 1883 that a company had been formed to purchase and employ her in carrying coal between the Firth of Forth and the Thames, the intention being to load 20,000 tons of coal in sacks on each southbound voyage.<sup>1</sup> However, the scheme came to naught.

In 1886 the *Great Eastern* was chartered to Lewis's Great Eastern Exhibition Company Limited and became an exhibition ship at Liverpool. Subsequently she was employed in a similar capacity at Dublin and finally at Greenock. She was sold by auction in October 1887 for £26,000, the intention being to employ her as a coal hulk at Gibraltar. This fell through, however, and a month later she was resold to Henry Bath & Sons, shipbreakers, for £16,000. She left the Clyde on August 22nd 1888 for Birkenhead, where she was scrapped.

So ended the career of a "white elephant", which did, however, manage to break one record in that, during the whole of her existence, she remained by far the largest ship in the world. It was not until 1899 that another ship equalled her in length, and 1901 that her tonnage was first exceeded. Many experts have expressed the opinion that she might have been a success on the Far Eastern service, and possibly even on the North Atlantic, if she had been fitted with twin or preferably triple screws, combined with compound or triple expansion engines. An important reason for her failure was undoubtedly the undeveloped state of marine engines and boilers at the time she was built.

1. 1860 *Great Eastern*  
18,915. 680 × 83. S-5-6. I-P&S-O4&H4-12 (Scott, Russell).

FUNNEL: 1860. "Quaker" grey. (Information about subsequent changes is conflicting. During her career funnels were black, also red with black tops.)

## Chapter 57

1863

### GUION LINE (OR "GUION & CO'S LINE") (BRITISH)

THE Liverpool firm of Fernie Brothers acquired the 2,200 ton iron screw *Hudson*, formerly belonging to the Norddeutscher Lloyd, in 1862. She had been burnt out at her berth in Bremerhaven four years previously, towed to her builder's yard at Newcastle-

(1) *The Times*, 16/7/83.

on-Tyne and extensively rebuilt—so much so that, under her new name *Louisiana*, she was shown in *Lloyd's Register* as built in 1862.

After two or three voyages to the Mediterranean the *Louisiana* was despatched by Fernie Brothers from Liverpool to New York in March 1863. She was placed under the management of Guion & Co.<sup>1</sup> who had made a name for themselves as the managing agents of the "Old Black Star Line" of sailing packets between New York and Liverpool. For this reason the name "Fernie Brothers" was seldom used and the Line was usually referred to as the "GUION LINE" or "GUION & Co's LINE".<sup>2</sup>

It had been Fernie Brothers' intention to enter the Liverpool—New Orleans trade, and for this purpose they had laid down the 2,900 ton iron screw *Georgia*, *Virginia* and *Carolina*. The unexpected prolonging of the American Civil War made employment of this nature impossible, and upon her completion in July 1863 the *Georgia* joined the *Louisiana* in the New York trade. She sailed from Liverpool with over 500 passengers and 1,800 tons of cargo. Her homeward departure from New York on August 3rd coincided with her sale and that of the other steamers mentioned to the British & American Southern Steam Navigation Company,<sup>3</sup> who reappointed Guion & Co. as managers.

The *Georgia* went ashore on Sable Island in a dense fog a day after leaving New York and became a total loss. On the same day the *Virginia* left Liverpool on her maiden voyage to New York, and for the next few months she and the *Louisiana* shared the service. The third new steamer, the *Carolina*, was launched on October 27th, but by this time preparations were well in hand for the flotation of the National Steam Navigation Company Limited, which took over all three ships and laid down others.

The "Guion Line" dealt with above was controlled by the same Stephen Barker Guion who founded the Liverpool & Great Western Steamship Company (or Guion Line) in 1866, but there was no direct connection between the two lines.

1. (1863) *Louisiana*  
2,266. 307 × 39. C-1-3. I-S-I(2)-10 (Palmers). Built 1858 as *Hudson* (N.D.L.) (q.v.). 1858 badly damaged by fire and rebuilt. 1863 (21/3) F/V Liverpool—New York (see National Line).
  2. 1863 *Georgia*  
2,870. 325 × 41. C-1-3. I-S-I(2)-10 (Palmers). 1863 (7/7) M/V Liverpool—New York. 1863 (4/8) wrecked on Sable Island (0).
  3. 1863 *Virginia*  
2,876. 325 × 41. C-1-3. I-S-I(2)-10 (Palmers). 1863 (4/8) M/V Liverpool—New York (see National Line).
  - *Carolina*  
(Did not run for Company, see National Line *Pennsylvania*.)
- (1) *Liverpool Mercury*, 20/3/63.  
(2) *The Times*, 8/7/63, etc.  
(3) *The Times*, 23/10/63.



## Chapter 58

1863

BRITISH & AMERICAN SOUTHERN STEAM NAVIGATION  
COMPANY

1864-66

BRITISH & AMERICAN STEAM NAVIGATION COMPANY  
(BRITISH)

AN advertisement in May 1861 stated that the BRITISH & AMERICAN SOUTHERN STEAM NAVIGATION COMPANY's iron screw *Malacca* and *Rangoon* would start a passenger and cargo service between Liverpool and New Orleans in the following August, and that sailings would be fortnightly as soon as the other steamers under construction were completed.<sup>1</sup>

Owing to the outbreak of the American Civil War the service was never started, and the Company remained dormant until August 1863, when it purchased the 2,200 ton *Louisiana* and the 2,900 ton *Georgia* and *Virginia* from Fernie Brothers, who had been running a service between Liverpool and New York since the previous spring. The transfer took place on August 3rd,<sup>2</sup> and on the following day the *Georgia* was wrecked on Sable Island. Two or three months later the *Louisiana* and *Virginia*, together with a newly-launched sister ship of the latter, were purchased by the National Line, which continued to employ them on the Liverpool-New York route.

The British & American Southern Steam Navigation Company was still anxious to start a service to New Orleans, but the Civil War showed no signs of coming to an early conclusion. They decided, therefore, to start a service between London and New York and to drop the word "Southern" from their title. Advertisements between January and July 1864 indicated that the *London*, *Westminster*, *Dublin* and *New York* would carry out the service, and it was eventually stated that the *London* would take the first sailing on July 15th 1864.<sup>3</sup> The service was, however, withdrawn at the last minute and nothing more was heard of the Company for nearly a year—largely because the London & New York Steamship Line had forestalled them and started a service on the same route. It may be mentioned that the *Westminster* was originally named *The Southerner* and was one of the ships built to succeed the *Malacca* and *Rangoon* in the 1861 service. She was purchased by Hughes Brothers, renamed *Peruvian* and in 1866 was running for the Warren Line.

Advertisements in May 1865 stated that the BRITISH & AMERICAN STEAM NAVIGATION COMPANY would be starting a passenger and cargo

(1) *The Times*, 14/5/61.

(2) *The Times*, 23/10/63.

(3) *The Times*, 25/6/64.

service between Liverpool and New Orleans at an early date.<sup>1</sup> It was opened by the 1,800 ton iron screw *Alabama* in September 1865, succeeding steamers being the *Gambia*, *Florida*, *Mississippi*, *Bolivian* and *Carolina*. The *Alabama* and *Florida* were originally the *Rangoon* and *Malacca* respectively.

After a strange and frustrated career the Company closed down during the early summer of 1866.

## Chapter 59

1863

### LONDON & NEW YORK STEAMSHIP LINE (BRITISH)

THE LONDON & NEW YORK STEAMSHIP LINE, the first company to operate a service of first class screw steamers between the Thames and the Hudson, was founded by Malcolmson & Co. of Waterford in 1863. The choice of route was an afterthought, but as long previously as January 1856 Mr. Malcolmson had contemplated the establishment of a North Atlantic line of screw steamers.<sup>2</sup> Nothing came of the project until the beginning of 1863, when the 2,058 ton *Cella*, newly-built by his firm, the Neptune Iron Works of Waterford, made the first of three or four voyages from Liverpool to New York. On September 1st of the same year she sailed from London to New York via Havre, the change of itinerary being due to the recent introduction of what was soon to become the National Line between Liverpool and New York. It must have been obvious to Mr. Malcolmson that prospects for the success of a second new line on the Liverpool-New York route were virtually non-existent.

The 1,914 ton *Bellona* followed the *Cella*, and within a year the fleet was augmented by the four-masted *Atalanta* and *Iowa*, the former being built on the Clyde and the latter by Malcolmson's of Waterford. The *Iowa* was wrecked near Cherbourg in December 1864 on her third outward voyage, but her 170 passengers were safely landed, the ship was salvaged and was eventually sold to the Anchor Line.

Advertisements since January 1864 had announced the building of two further steamers, and one of them, the *William Penn*, joined the service in April 1866, but the other was never commissioned by the Company. For the next three years all four were engaged in a fortnightly service between London, Havre and New York, first cabin, second cabin and steerage passengers being carried. The *William Penn* was then sold to the Allan Line. A year later the

(1) *The Times*, 18/5/65.

(2) *The Times*, 26/1/56.



remaining steamers were sold to the Hughes Line, and in their places the 1,400 ton *Paraguay* and *Parana* maintained a monthly service on the same route. Few details are available of the Company's later activities, but a service was still in operation in 1885 as various advertisements during that year stated that the Company quoted cheap saloon, intermediate and steerage fares from London to New York.<sup>1</sup>

Like the Glasgow & New York Steam Ship Company, the London & New York Steamship Line overestimated the requirements of the trade, and when it started operations its steamers were almost the equal of the best screw steamers on the North Atlantic, Cunard and Inman Lines included. In fact, the *Iowa* was the largest unit of the Anchor Line fleet for three years after her acquisition. More than one of the Company's successors found to their cost that the London-New York trade was an extremely precarious one.

1. (1863) *Cella*  
2,058. 297×34. C-1-3. I-S-GI(4)-10 (Neptune). Built 1862. 1863 ran Liverpool-New York. 1863 (1/9) F/V London-Havre-New York. 1870 (26/3) L/V London-Havre-New York. 1870 sold to Hughes Line. Later became *Sharki* (Turkish).
2. (1863) *Bellona*  
1,914. 300×34. C-1-3. I-S-GI(2)-10 (Smith). Built 1862. 1863 (26/9) F/V London-Havre-New York. 1870 (26/4) L/V London-Havre-New York. 1870 sold to Hughes Line. Later became *Benbrack* (British).
3. 1864 *Atalanta*  
2,299. 315×34. C-1-4. I-S-GI(4)-10 (Smith). Laid down as *Ohio*. 1864 (10/5) M/V London-Havre-New York. 1870 (21/5) L/V London-Havre-New York. 1870 sold to Hughes Line. Later became *Clifton* (British). Later became *Ocean* (Swedish).
4. 1864 *Iowa*  
1,988. 315×34. C-1-4. I-S-GI-10 (Malcolmson). 1864 (16/7) M/V London-Havre-New York. 1864 (6/12) wrecked near Cherbourg. Salvaged. 1866 became *Iowa* (Anchor Line) (*q.v.*). 1874 became *Macedonia* (Anchor) when compounded. 1881 (29/5) wrecked Mull of Kintyre (0).
5. 1866 *William Penn*  
2,629. 316×36. C-1-3. I-S-?-10. (Malcolmson). Laid down as *Manhattan*. 1866 (10/4) M/V London-Havre-New York. 1869 L/V London-Havre-New York. 1869 became *Europæa* (Allan). 1872 became *European* (Hughes Line). 1875 broke back when entering Morpeth Dock, Birkenhead. Lengthened to 327 ft. (2,659 tons) and compounded.
- ——— *Indiana*  
2,600 (never commissioned by Company).
6. (1869) *Paraguay*  
1,444. 251×32. C-1-3. I-S-?-10 (Palmers). Built 1864 for River Plate S.S. Co. 1869 (24/4) F/V London-Havre-New York.
7. (1870) *Parana*  
1,372. 251×32. C-1-3. I-S-?-10 (Palmers). Built 1862 as *Norna*. Later became *Parana* (River Plate S.S. Co.). 1870 (2/7) F/V London-Havre-New York. 1874 compounded. 1875 (or earlier) sold to Hughes Line.

(1) *The Times*, 1/7/85, etc.

## Chapter 60

1863-1914

## NATIONAL LINE

(BRITISH)

1863. National Steam Navigation Company Limited

1867. National Steamship Company Limited

THE NATIONAL STEAM NAVIGATION COMPANY LIMITED was founded in the autumn of 1863 with a paid-up capital of £700,000.

According to the Company's prospectus its principal object was "to accelerate the substitution of powerful screw steamers for sailing vessels in the American and other trades". As a first step it intended to establish services from Liverpool and London to New York, for which purpose three newly-built steamers had been purchased and contracts placed for others.<sup>1</sup> It was stated that at the conclusion of the American Civil War the Company would "send steamers for cotton to the Southern ports" of the U.S.A. and start a service to Brazil.<sup>2</sup>

The three steamers already acquired by the Company were the 2,200 ton iron screw *Louisiana* and the 2,900 ton *Virginia* and *Carolina*. The first two had been running on the Liverpool-New York route for Fernie Brothers and later for the British & American Southern Steam Navigation Company, but the *Carolina* was not launched until October 1863,<sup>3</sup> when preparations for the flotation of the National Line were well under way. The Company had been functioning for some weeks when, in February 1864, she left Liverpool on her maiden voyage to New York via Queenstown (Cobh), her name in the meanwhile having been changed to *Pennsylvania* to indicate that her owners had no political bias in spite of the fact that her consorts bore southern names.

The firm of Guion & Co. had acted as passage brokers for Fernie Brothers during the few months that their New York service was in existence. They were well equipped to take on this duty as they had built up an extensive passenger organisation in their capacity as managing agents in Liverpool of the "Old Black Star Line" of sailing packets between New York and Liverpool. This business had faded out owing to the Civil War. Guion's were, therefore, glad of the opportunity to place their organisation at the disposal first of Fernie Brothers and later of the National Line.

The first of the new steamers to be laid down by the National Line was the 3,300 ton *Erin*, which entered the Company's Liverpool-Queenstown-New York service in August 1864. Two sister ships

(1) *The Times*, 31/10/63.

(2) *Mitchell's Steam Shipping Journal*, 11/12/63.

(3) *Mitchell's Steam Shipping Journal*, 6/11/63.



were launched in the following September and November, but the former, the *Ontario*, is seldom mentioned as she was wrecked on the Norfolk coast in October 1864 when on her way from Newcastle to take up her station at Liverpool. The *Helvetia*'s maiden voyage started in March 1865. There then appeared in quick succession the 3,300 ton *Scotland* and *England* and the 3,400 ton *The Queen*. The latter had dimensions of 381 feet  $\times$  42 feet, and apart from the *Great Eastern* was the largest screw steamer afloat. The *Scotland* had a short life as she was sunk in collision off Sandy Hook in December 1866.

The Company purchased the 2,900 ton *Chilian*, which had been launched in September 1865 for the West India & Pacific Company, renamed her *Denmark* and despatched her from Liverpool to New York in May 1866. She lost her propeller a day or two later so that she had to return to Liverpool, whence she sailed again in August. A sister ship had been launched by the same builders in May 1866 as the National Line *Germany*. The Allan Line were short of tonnage at this time and she was sold to them two months later.

Guion & Co's control of the National Line's passenger traffic came to an end in 1866, when they started a competitive service between Liverpool and New York, and in consequence the National Line set up their own passenger department. About a year later, in July 1867, an extraordinary general meeting was called for the purpose of reorganising the Company's affairs and changing its name to the NATIONAL STEAMSHIP COMPANY LIMITED.<sup>1</sup> Mr. William Rome continued as chairman of the directors, another of whom was T. H. Ismay, the founder of the Oceanic Steam Navigation Company (White Star Line).

At this time the National Line owned eight steamers, of which all except one were amongst the largest on the North Atlantic, but they were far from outstanding in speed, their westbound passages averaging about 14-15 days. Seven of these steamers were normally required to maintain a weekly service between Liverpool, Queens-town and New York. The 3,600 ton *France* was completed in the autumn of 1867 and wrested from *The Queen* the distinction of being the largest screw steamer in regular service.

*The Queen* and *England* were taken up by the British Government as transports during the Abyssinian Expedition of 1867. When they returned to the North Atlantic the *Louisiana*, the oldest and smallest unit of the fleet, was laid up. In due course she was lengthened by 88 feet, fitted with compound engines and renamed *Holland* in order to conform with the nomenclature of the modern units of the fleet and, perhaps, to give the impression that she was a new ship. She sailed from Liverpool in April 1870 with 890 passengers and picked up a further 345 at Queenstown on the following day,<sup>2</sup> and was notable as the first steamer with compound engines to cross the

(1) *The Times*, 10/7/67.

(2) *The Times*, 22/4/70.

North Atlantic with the single exception of the *Brandon* (chapter 39). It is clear that the conversion was a success as the *Pennsylvania* and *Virginia* were lengthened and compounded in 1872, when they became the *Canada* and *Greece* respectively.

The 4,200 ton *Italy*, which was commissioned in 1870, was a compound-engined version of the *France*, but the 4,500 ton *Spain* and the 4,670 ton *Egypt* which followed in 1871 had straight stems, two funnels and four masts. During her trials the *Spain* reached a speed of over 14 knots, and is stated on one occasion to have steamed from Queenstown to New York in the satisfactory time of 8 days 13 hours.

During the year 1870 the Company was at the height of its fame. It had in service ten steamers of a total tonnage of 34,000, and two more were building. These ten steamers made 64 round voyages and landed 2,400 first class and 33,500 steerage passengers at New York, their combined total of 35,900 being second only to that of the Inman Line, and well ahead of the Guion, Anchor and Cunard totals. During the year the Company carried no less than 370,000 tons of freight.

Nothing more was ever heard of the Company's intention to start services to New Orleans and Brazil, but after one or two trial sailings in 1870 a London-New York service came into full operation in 1871. To start with, the ships employed were the *Erin*, *Helvetia* and *Denmark*, but in course of time many others took their turn and from 1872 onwards four or five were regularly employed in the service. This was made possible by a quicker turn-round on the Liverpool route, five of whose steamers were able to maintain a weekly sailing instead of seven as formerly. The London steamers made an intermediate call at Havre until 1874.

The success of the recently converted *Holland*, *Canada* and *Greece* was responsible for the decision to compound the *Erin*, *Helvetia* and *The Queen*, and to lengthen and compound the *England*.

During the early 1870's several North Atlantic lines drew attention to the safety precautions they were taking to prevent a repetition of the many recent disasters. The National Line's advertisement was, perhaps, the most reassuring of any and read "This Company takes the risk of Insurance (up to £100,000) on each of its vessels, thus giving passengers the best possible guarantee for safety and avoidance of danger at sea".<sup>1</sup>

A rumour got round in 1874 that the Cunard Line was intending to withdraw its Liverpool-Boston service. In fact they were contemplating no such thing, but the National Line had some spare tonnage available and promptly announced that they would despatch ships every fortnight from Liverpool to Boston and New York in addition to their customary service to New York only. The new service was withdrawn in 1875 owing to the serious slump that had set in.

(1) *The Times*, 1874 (many dates).



The years 1876-81 call for no special comment except that the *Egypt*, *Spain*, *France* and *England* were chartered in 1879 as Zulu War transports. In 1882, however, the Company advertised that they intended to start a fortnightly service between London and Boston. The twin-screw *Tower Hill* was chartered to take the first sailing,<sup>1</sup> but, instead, took part in the Egyptian Expedition and in 1883 was one of four sister ships running for the Twin Screw Line between London and New York. The London-Boston project was abandoned, but in its place the National Line started a service between London and Philadelphia in the autumn of 1883.<sup>2</sup> It was abandoned after one sailing by the *Denmark* and two more by chartered steamers.

In 1884 the Company made their one and only attempt to win the "Blue Riband". They had been encouraged to take this step by the apparent success of the Guion Line's record-breakers *Arizona* and *Alaska*, combined with the fact that drastic action of some kind was necessary as the newest National Line ship was 13 years old and the majority about 20. The newcomer was the 5,528 ton steel single-screw *America*, which was propelled by 3 cylinder compound engines working at a steam pressure of 95 lb., and had a pleasing appearance with two tall elliptical funnels, two masts and a clipper bow. On her maiden voyage in May 1884 she made a record passage of 6 days 15 hours 22 minutes from Queenstown to New York, and in the homeward direction steamed at an average speed of 17.8 knots. Her success was short lived, as both records were eclipsed within two months.

Arrangements were made for the *America* and the Anchor (ex-Inman) Line *City of Rome* to undertake a joint "express" service between Liverpool and New York during the 1885 season. Instead, the *America* spent most of the year as an auxiliary cruiser, but the joint service came into operation in 1886. Early in 1887, however, the *America* was sold to the Italian Government at a price not appreciably less than her original cost. The Company had found that her coal consumption of 190 tons a day made her too expensive to run.

The experiment had been tried in 1884 for some of the London steamers to call outwards at Plymouth to embark passengers. This arrangement automatically came to an end in 1885, when the carriage of passengers on the London service was discontinued. This decision came as no great surprise as the *Holland* and *Denmark* had ceased to carry saloon passengers in 1880 and other steamers had since followed suit.

The years 1886-87 were reasonably good ones for the Liverpool service, and during 1886 2,500 saloon and 17,000 steerage passengers were landed at New York. The rot set in in 1889, when the numbers dropped to 1,300 and 8,100 respectively, and a year later the Liverpool steamers discontinued carrying saloon passengers. It was at the beginning of 1890 that the Company's already serious financial

(1) *Shipping and Mercantile Gazette*, 18/7/82.

(2) *Shipping and Mercantile Gazette*, 16/10/83, etc.

position was greatly aggravated by the loss without trace of the *Erin*, together with her complement of 72 and a valuable cargo. Only six months later the *Egypt* was destroyed by fire at sea, and although no human lives were lost on this occasion 600 head of cattle perished. The Company came in for a lot of severe criticism. The two disasters completely exhausted their insurance fund.

Having decided to confine their future activities to the carriage of freight and cattle, the Company placed orders for the 5,000 ton cargo steamers *America* (II) and *Europe*, which were completed for the London–New York service in 1891. Although themselves successful they appeared too late to stem the Company's downward trend.

The Liverpool–New York service was withdrawn altogether in February 1894, the last sailing being taken by *The Queen*. The *Holland*, *Canada*, *Helvetia* and *Italy* had already been sold for scrapping, the *Denmark* was sold in 1895 and the *Greece*, *England*, *France*, *The Queen* and *Spain* a year later. The only survivors were the two new cargo steamers.

In the meanwhile there had been stormy meetings of the Company's shareholders, and an offer was received from the group that afterwards became the Wilson's & Furness-Leyland Line to take over the Company. Rather stupidly this offer was refused, and not long afterwards the shareholders had no alternative but to accept a less favourable one from the Atlantic Transport Line, which decided to continue the National Line's London–New York cargo service under its existing name. As a result of this transaction the *America* and *Europe* were joined in 1897 by the 3,700 ton ex-A.T.L. *Michigan* and *Mississippi*, which were, however, purchased by the U.S. Government following the outbreak of the Spanish-American War in the following year. The new twin-screw *Manhattan* of 8,000 tons replaced them, and she was joined by a sister ship, the *Michigan*, in 1903.

The National Line carried on without further change until 1907, when the *America* and *Europe* were absorbed into the Atlantic Transport fleet, leaving only the *Manhattan* and *Michigan* to keep the National flag flying. They too were absorbed by the A.T.L. in 1914, and the National Line faded out.

Such then is the outline history of a Company which met with no little success during its early years, built a series of steamers to succeed one another as the largest in service on the North Atlantic, introduced the compound engine to that trade and for a few proud weeks held the coveted "Blue Riband". The National Line was worthy of a better fate.

1. (1863) *Louisiana*  
(1870) *Holland*

2,266. 307 × 39. C-1-3. I-S-I(2)-10 (Palmers). Built 1858 as *Hudson* (N.D.L.); destroyed by fire and rebuilt. 1863-68 Liverpool–Queenstown–New York. 1870 lengthened to 395 ft. (3,847 tons); compounded and renamed (first compound engines on N. Atlantic except for *Brandon*). 1870 (20/4) F/V as *Holland*. 1872 onwards London–New York service. 1880 discontinued saloon passengers. 1893 sold to France. 1894 scrapped.



2. (1863) *Virginia*  
(1872) *Greece*  
2,876. 325 × 41. C-1-3. I-S-I(2)-10 (Palmers). Built 1863 for Fernie Brothers. 1863 F/V for National, Liverpool-New York. 1872 lengthened to 391 ft. (4,310 tons), compounded and renamed. 1872 (21/8) F/V as *Greece*. 1875 onwards London-New York. 1881 discontinued saloon passengers. 1895 (24/10) L/V London-New York. 1896 sold.
3. 1864 *Pennsylvania*  
(1872) *Canada*  
2,872. Ditto. Launched 1863 (27/10) as *Carolina*. (I-100; III-750). 1864 (16/2) M/V Liverpool-New York. 1872 lengthened to 391 ft. (4,276 tons), compounded and renamed. 1872 (24/4) F/V as *Canada*. 1874 onwards London-New York. 1885 discontinued saloon passengers. 1894 scrapped.
4. 1864 *Erin*  
3,325. 370 × 41. C-1-3. I-S-I(2)-10 (Palmers). Launched 1864 (18/6). 1864 (2/8) M/V Liverpool-New York. 1871 onwards many voyages London-New York. 1872 tonnage increased to 3,956. 1873 compound engines. 1877 lengthened to 419 ft. (4,577 tons). 1885 discontinued saloon passengers. 1889 (31/12) disappeared at sea (72).
- ——— *Ontario*  
3,325—details as (4). (Not commissioned by Company). Launched 1864 (3/9). 1864 (16/10) wrecked on Norfolk coast *en route* Newcastle-Liverpool.
5. 1865 *Helvetia*  
3,325—details as (4). Launched 1864 (14/11). 1865 (28/3) M/V Liverpool-New York. 1871 onwards many voyages London-New York. 1872 tonnage increased to 3,974. 1874 compound engines. 1877 lengthened to 419 ft. (4,588 tons). 1893 sold to France. 1894 (April) abandoned off Cape Finisterre *en route* to shipbreakers.
6. 1865 *Scotland*  
3,308. 375 × 42. C-1-3. I-S-I(2)-10 (Palmers). Launched 1865 (11/2). 1865 (6/6) M/V Liverpool-New York. 1866 (1/12) collision off Sandy Hook (0).
7. 1865 *The Queen*  
3,412. 381 × 42. C-1-3. I-S-I(2)-10 (Laird). 1865 (22/8) M/V Liverpool-New York. 1872 tonnage increased to 4,441. 1872, 1880-82, 1884, 1891 London-New York. 1874 compound engines. 1894 (?) last N. Atlantic voyage. 1896 sold.
8. 1866 *England*  
3,308—details as (6). Launched 1865 (24/6). 1866 (7/2) M/V Liverpool-New York. 1873 lengthened to 438 ft. (4,898 tons) and compounded. 1891 onwards mainly London-New York. 1894 (or later) last N. Atlantic voyage. 1896 sold.
9. (1866) *Denmark*  
2,870. 343 × 42. C-1-3. I-S-I(2)-10 (Pearse). Launched 1865 (Sept.) as *Chilian* (West India & Pacific). (I-60; III-200). 1866 (9/5) F/V Liverpool-New York, but lost propeller and returned to Liverpool. Voyage resumed 1866 (1/8). 1872-90 London-New York. 1874 tonnage increased to 3,723. 1880 discontinued saloon passengers; compound engines. 1895 scrapped.
- ——— *Germany*  
(Not commissioned by Company). Launched 1866 (16/5) by Pearse. 1866 (July) sold to Allan Line (*q.v.*).
10. 1867 *France*  
3,572. 386 × 42. C-1-3. I-S-I(2)-10 (Royden). Launched 1867 (4/7). 1867 (13/10) M/V Liverpool-New York. 1874 onwards London-New York. 1875 tonnage increased to 4,281. 1880 compound engines. 1881 discontinued saloon passengers. 1895 (5/12) L/V London-New York-London. 1896 sold.

11. 1870 *Italy*  
4,169. 389 × 42. C-1-3. I-S-C2-11 (Elder). Launched 1870 (2/4). 1870 (13/7) M/V Liverpool-New York. 1884 and 1890-91 London-New York; otherwise Liverpool-New York. 1894 scrapped.
12. 1871 *Spain*  
4,512. 425 × 43. S-2-4. I-S-C2-13 (Laird). Built in dry dock. Floated 1871 (9/5). (I-120; III-1,400). 1871 (16/8) M/V Liverpool-New York. 1890 onwards mainly London-New York. 1895 (14/11) L/V London-New York. 1896 scrapped.
13. 1871 *Egypt*  
4,670. 440 × 44. S-2-4. I-S-C2-13 (Liverpool Shipbuilding). Launched 1871 (9/2). 1871 (9/11) M/V Liverpool-New York. 1890 (19/7) burnt at sea (0).
14. 1884 *America*  
5,528. 442 × 51. C-2-2. S-S-C3-17 (Thomson). 1884 (28/5) M/V Liverpool-New York. 1885 taken up as auxiliary cruiser. 1886 (15/9) L/V Liverpool-New York-Liverpool. 1887 became *Trinacria* (Italian Navy) (employed as cruiser, transport, torpedo school, royal yacht and exhibition ship). 1925 scrapped.

FUNNEL: White; black top.

FLAG: (a) Red with blue-edged white cross; oval-shaped "Union Jack" in centre.  
(b) Red with blue-edged white cross; "Union Jack" in centre.

## Chapter 61

1864

### COMPAGNIE GÉNÉRALE TRANSATLANTIQUE (FRENCH LINE) (FRENCH)

THE pioneer French-owned North Atlantic steamship service, started in 1847, had been a dismal failure and a second attempt in 1856 was no more successful. A year later the French Government began to consider the possibility of subsidising one or more steamship services between France and America, although it was not until July 27th 1861 that the COMPAGNIE GÉNÉRALE MARITIME was awarded a mail contract. Under the able direction of two brothers, Emile and Isaac Péreire, this concern had started operations in 1855 with some small coastwise paddle steamers and a fleet of ocean-going sailing ships. The new contract called for steamship services between France and the United States, the West Indies, Mexico and Central America. Before it could undertake such far-reaching commitments the Compagnie Générale Maritime was obliged to reorganise its finances, and on August 25th 1861 the Emperor Napoleon III, who had been taking an active interest in the negotiations, gave the Company permission to change its name to COMPAGNIE GÉNÉRALE



TRANSATLANTIQUE, the name that it bears to-day. It is, however, familiarly known throughout the English-speaking world as the FRENCH LINE or C.G.T.

The New York service was not scheduled to come into operation until the summer of 1864, but the despatch of the French Expedition to Mexico made it desirable to put forward the inaugural date of the Mexican service to July 1862, and the 1,800 ton iron screw *Floride* and *Louisiane* were purchased in England for the purpose. In the meanwhile an order was placed with Scott & Co. of Greenock for eight iron paddle steamers, three of which were to be built at Greenock and the remainder at a new establishment set up under their auspices at St. Nazaire.<sup>1</sup> The Scottish-built ships were the 3,200 ton *Washington*, *Lafayette* and *Europe*, which were propelled by two-cylinder side lever engines supplied by the Greenock Foundry Company. There is no apparent foundation for the statement, sometimes made, that separate sets of engines worked each paddle-wheel. The engines were, in fact, of standard design and the paddle-wheels were connected by the customary shaft. The service was opened by the *Washington*, which left Havre on June 15th 1864 for New York. From June 1865 onwards all three ships made an intermediate call at Brest.

The first of the French-built ships, the *Impératrice Eugénie*, was launched in April 1864 and like her successors, the *France*, *Nouveau Monde* and *Panama*, was placed in service between St. Nazaire, the West Indies and Central America. These ships were similar to the *Washington* except that they were ten feet longer, but a fifth St. Nazaire product, the *Saint Laurent*, appeared in October 1866 as a single-screw steamer. It had been decided that screw propulsion was superior to paddle.

The 3,400 ton paddle steamer *Napoléon III*, built by the Thames Ironworks of London to French plans and designs, was completed early in 1866. In service she seldom maintained more than 11 knots, instead of 14 as anticipated. She was the last paddle steamer to be built for the North Atlantic trade.

Two further ships were completed at this time by Robert Napier of Glasgow—the 3,000 ton iron single-screw *Péreire* and *Ville de Paris*, which differed still further from the paddle steamers in that they had clipper bows. They had a good turn of speed and in 1868 the *Péreire* proceeded from New York to Brest in 8 days 10½ hours at an average speed of 14½ knots. It had been announced early in 1866 that the New York service would henceforth have fortnightly instead of monthly departures. This meant that four ships instead of two were required, the ships chosen being the *Péreire*, *Ville de Paris*, *Saint Laurent* and *Europe*.

Until quite recently it was generally believed that the *Notting Hill*, built in 1881, was the first twin-screw steamer to enter the North Atlantic trade. In fact, the C.G.T. paddle steamer *Washington* was sent to Robert Napier's towards the end of 1867 to be converted

(1) *Mitchell's Steam Shipping Journal*, 26/6/63.

to twin screw,<sup>1</sup> and her consort, the *Lafayette*, was similarly converted at St. Nazaire shortly afterwards, two new sets of single-expansion engines being fitted in each case. In addition, three 2,600 ton twin-screw steamers—the *Ville de Bordeaux*, *Ville de Brest* and *Ville de Saint Nazaire*—were completed at Bordeaux in 1870 for the C.G.T. West Indies and Central America service.

The Franco-Prussian War of 1870 caused considerable disruption to the Company's services, and, as Havre was not considered to be safe for French merchant ships, the home base was temporarily moved to Bordeaux. The C.G.T. steamers were extensively used for carrying arms and ammunition from the United States to France, as well as French reservists returning to the colours. After the Armistice a number of the ships were sent to Germany to repatriate prisoners of war. With the fall of the French Empire, the imperialistic names of two of the ships were hastily changed. In October 1870 the New York steamers had begun to terminate their voyages at Southampton,<sup>2</sup> but the normal Havre-Brest-New York route was resumed in March 1871.

In December 1873 the C.G.T. was awarded a new 13 year mail contract, under which the number of sailings to New York was increased to 40 a year, thereby necessitating weekly departures during the busy season.

Between the years 1872-76 the six remaining paddle steamers, namely, the *Ville du Havre* (ex-Napoléon III), *Amérique* (ex-*Atlantique*, ex-*Impératrice Eugénie*), *Europe*, *France*, *Nouveau Monde* (renamed *Labrador*) and *Panama* (renamed *Canada*), were converted to single screw and fitted with compound engines. In addition, all the ships except the *Canada* were lengthened. The *Atlantique* was renamed for a second time owing to the tragic disaster to the White Star *Atlantic* in 1873. Single-screw propulsion was provided as it had been found that the additional cost of twin screws did not produce proportionately improved results.

The C.G.T. met with a serious disaster in November 1873, when the *Ville du Havre* was in collision with the sailing ship *Loch Earn* and sank with a loss of over 200 lives. In the following April the *Europe* sprang a leak and had to be abandoned at sea, but her passengers and crew were safely transferred to the National Line steamer *Greece*.<sup>3</sup> Only a fortnight later it was reported that the *Amérique* had foundered during a violent storm. Fortunately this proved to be incorrect, and the ship was eventually brought into a British port for temporary repairs. These three mishaps gave rise to rumours that the ships had been weakened by lengthening, but this proved to be without foundation and several of the ships performed useful service until well into the present century.

In the hope of regaining the confidence of the travelling public the Company gave wide publicity to the introduction of a number of

(1) *Mitchell's Steam Shipping Journal*, 1/5/68.

(2) *Mitchell's Maritime Register*, 30/9/70.

(3) *The Times*, 27/4/74.



safety precautions. Thus, in 1876, they advertised the provision of "the lighthouse and electric light"<sup>1</sup> to minimise the risk of collision, and a year later "patent steam fog horns".<sup>2</sup> In addition, the amenities of the ships were improved by fitting electric bells in the cabins. The *Amérique* was the first of the ships to be fitted with the "lighthouse and electric light", and was, in fact, the first steamer on the North Atlantic (possibly in the world) to be lighted by electricity. Although the installation was purely external it created a lot of interest at Plymouth, when she called there on March 25th 1876,<sup>3</sup> and at New York.

An intermediate call at Plymouth was substituted for the one at Brest in December 1875. The number of passengers availing themselves of this facility was, however, disappointing, and from the early part of 1878 onwards the ships proceeded between Havre and New York direct. The weekly New York service at this time required seven ships, those normally taking part being the *Amérique*, *Canada*, *France*, *Labrador*, *Péreire*, *Saint Laurent* and *Saint Germain*. The last-named had been purchased from the Hamburg American Line.

On January 10th 1879 the 2,000 ton *Caldera* inaugurated a new transatlantic service from Marseilles. Other ships employed were the *Guadeloupe*, *Martinique*, *Ville de Marseille* and *Ferdinand de Lesseps*, their destinations being Havana and New Orleans or Panama. The last sailing on these routes took place in May 1881, but a month previously the *Caldera* had started a new service from Marseilles to Cadiz and New York. There were fortnightly sailings in summer and monthly in winter by this ship, the *Ferdinand de Lesseps*, *Ville de Marseille* and *Picardie* until November 1882, when the service was withdrawn. From September 1881 the itinerary became Marseilles-Naples-Palermo-Gibraltar-Cadiz-Lisbon-New York-Cadiz-Gibraltar-Marseilles.

The Company was awarded a mail contract in 1879 for a service from Marseilles to Algiers and Tunis. This started on June 30th 1880 and several second-hand steamers were purchased or chartered pending the introduction of new tonnage.

An Act was passed in 1881 to encourage and subsidise French shipbuilding. Its critics pointed out that it enabled French builders to put up their prices, but on the whole it undoubtedly had beneficial results and prompted the C.G.T. to enlarge the Penhoët Yard at St. Nazaire, which had been established by Scott & Co. during the early 1860's and had, in the meanwhile, been acquired by the C.G.T.

A new mail contract with a validity of 15 years was drawn up well in advance of 1885, when the New York contract was due to expire, and called for weekly sailings at a minimum average speed of 15 knots. As a preparatory measure the Company went to the Barrow Shipbuilding Company for the 6,300 ton iron single-screw

(1) *The Times*, 1876 (numerous dates).

(2) *The Times*, 1877 (numerous dates).

(3) *Western Morning News*, 27/3/76.

*La Normandie*, which was placed in service in 1883. The 7,000 ton *La Champagne*, *La Bourgogne*, *La Bretagne* and *La Gascogne* were completed in France in 1886. Two were built of steel at the Penhoët Yard, and two of iron and steel at La Seyne. These five ships took full charge of the Havre-New York service until 1891. The best passage of *La Normandie* was completed in 8 days 3 hours, but *La Bourgogne*, usually considered to be the fastest of the French-built quartette, on one occasion steamed from Havre to New York in 7 days 12 hours. The introduction of this new tonnage enabled the *Saint Laurent*, *Saint Germain* and the ex-paddle steamers to be transferred to the West Indies service. The *Péreire* and *Ville de Paris* were sold.

The 9,000 ton twin-screw *La Touraine* was completed in 1891 for the New York service. At the time she was the fifth largest liner in the world and had no difficulty in beating the best passages of her consorts, her maiden voyage being completed at an average speed of 18½ knots. Over 20 years had elapsed since the Company had last built a twin-screw ship. The 6,600 ton twin-screw *La Navarre* was completed for the West Indies service in 1893, but made a few New York voyages in 1894 and 1898.

The Company made experiments in June 1898 with a pigeon post between *La Bretagne* and the shore. Strong winds hampered the project on the outward voyage, but pigeons were released at intervals during the last 250 miles of the homeward voyage. Most of them arrived at Havre or Rouen the same day and all by the third day.<sup>1</sup> Within a few months the successful experiments of Signor Marconi with wireless telegraphy made the pigeon post a thing of the past.

On July 4th 1898 *La Bourgogne* was the victim of one of the worst disasters ever to have befallen a North Atlantic liner. She was rammed amidships in dense fog off Sable Island by the sailing ship *Cromartyshire* and sank within a few minutes with a loss of over 500 lives.

The second half of 1898 showed a great improvement in the tonnage of cargo carried by the Company's ships to New York. To meet the increased needs of the trade a cargo service was established in 1899 by means of chartered ships between Havre, Pauillac (Bordeaux) and New York. It ran rather spasmodically until 1908, by which time the Company had a number of suitable steamers of their own.

Although the New York mail contract did not expire until 1901, renewal arrangements were made three years previously and necessitated the immediate building of two 20 knot steamers, which were launched in 1899-1900 as *La Lorraine* and *La Savoie*. They were twin-screw ships of 11,000 tons and it was unfortunate that neither was ready to share in the greatly increased North Atlantic traffic brought about by the Paris Exhibition of 1900. Moreover, they were badly needed to offset the activities of a new competitor, the American Line, which in March 1899 had inaugurated a call at Cherbourg in

(1) *Syren and Shipping*, 4/7/1951.



connection with its weekly service of "express" steamers between New York and Southampton. The C.G.T. did, however, augment their service in November 1899 with the 8,000 ton *L'Aquitaine*, formerly the Hamburg American *Normannia*.

It was decided at a special meeting of shareholders in 1900 to sell the C.G.T. shipyard at Penhoët. It was pointed out by the chairman that with the completion of the two new ships some considerable time was likely to elapse before the Company placed further substantial orders for tonnage, and that the works would stand a better chance of obtaining outside orders if they were placed under independent ownership. The only apparent alternative to a sale was to pay off a large number of workers, then numbering close on 5,000.

The principal North Atlantic event of 1902 was the formation of the International Mercantile Marine Company. The attitude of the C.G.T. towards this giant combine was at first the subject of much speculation, but in the end it stood aloof. The principal reasons were the many C.G.T. interests not connected with the North Atlantic and the considerable say that the French Government had in the Company's activities.

The appointment of Charles Roux as president of the C.G.T. in 1904 led to many changes. Under his régime the building of new ships proceeded even more vigorously than during the 1860's, and between 1905 and 1911 inclusive no fewer than 17 ships, totalling about 125,000 tons, were completed, while several others were purchased second-hand. The most important new unit was the 13,750 ton *La Provence*, completed at Penhoët in 1906, as not only was she considerably larger than any of her predecessors but had a trial speed of 23 knots as compared with the 21 knots of *La Savoie*. The New York service was henceforth entrusted to the new ship, together with *La Savoie*, *La Lorraine*, *La Touraine* and sometimes *La Bretagne* and *La Gascogne*, thereby enabling *L'Aquitaine* to be sold and *La Champagne* transferred to the West Indies service, from which the *Lafayette*, the last of the ex-paddlers, was withdrawn.

In order of tonnage after *La Provence* came the 13,600 ton *Espagne* (1910), the 12,700 ton quadruple-screw *Rochambeau* (1911) and the 9,350 ton *Chicago* (1908). The *Chicago* and *Rochambeau* catered for second and third class passengers only, and the former was the first "cabin" steamer to be built for one of the major New York lines, although ships of this type had been built for the Canadian trade. The description "cabin" was not officially introduced until some years later. The cargo steamers *Bordeaux*, *Louisiane*, *Montréal*, *Quebec*, *California*, *Hudson*, *Saint Laurent*, *Mexico*, *Virginie*, *Texas*, and the emigrant steamers *Floride* and *Caroline* were detailed to subsidiary services between Havre and New York and between Dunkirk, Bordeaux and New York.

In 1912 the *Floride*, *Caroline* and *Niagara* inaugurated a cargo and emigrant service between Havre and Quebec in summer and Halifax in winter. A short-lived cargo service to Canada had been

established as far back as 1900 and, as about 90 per cent of the population of the Province of Quebec is of French origin, it is not surprising that the Company should make another attempt to set up a permanent line. The service was interrupted during World War I, and subsequent attempts to revive it met with no lasting success.

The 23,000 ton *France* sailed from Havre in April 1912 on her maiden voyage to New York and was nearly double the tonnage of any previous C.G.T. ship. On her trials her mean speed exceeded 25 knots, making her, apart from the *Lusitania* and *Mauretania*, the fastest ocean-going liner afloat. Her quadruple screws were propelled by steam turbines, and on her maiden voyage she steamed from Havre to New York in the fast time of 6 days and 49 minutes.

Many of the Company's ships were taken up by the French Government for long or short periods, and for a variety of duties, after the outbreak of World War I in August 1914. They included the *France* (renamed *France IV*), *La Provence* (renamed *Provence II*), *La Lorraine* (renamed *Lorraine II*), *La Savoie*, *La Touraine* and *Rochambeau*. During the later stages of the war several of the largest steamers were employed in carrying American troops to France. The *Provence II* was torpedoed in the Mediterranean in 1916 while acting as an auxiliary cruiser. At least five of the North Atlantic cargo steamers were sunk by enemy action, and altogether the Company lost no fewer than 29 ships, some of which were normally employed in the Mediterranean services.

In April 1915 the invasion of part of France by the Germans made it desirable to change the Company's principal terminal from Havre to Bordeaux. Among the ships employed at one time or another on the Bordeaux-New York route were the *Rochambeau*, *Chicago*, *Niagara*, *La Lorraine* and *La Champagne*, together with the new quadruple-screw *Lafayette* of 12,000 tons, which started her maiden voyage from Bordeaux in November 1915. *La Champagne* had been transferred back to the North Atlantic from the West Indies service. She was wrecked in 1915.

After the Armistice the C.G.T. took prompt steps to replace its lost ships. Two Canadian-built standard cargo steamers were purchased, and several others built in France and England. The 12,000 ton ex-German *Leopoldina* was chartered from the Brazilian Government, and in 1921 the 8,400 ton twin-screw passenger steamer *De la Salle* was completed at Glasgow for the Havana and New Orleans service. She made a number of voyages on the North Atlantic. Nine other ex-German steamers were purchased, including the 8,000 ton *Roussillon* (ex-*Goeben*) and *La Bourdonnais* (ex-*Scharnhorst*). Of much greater importance was the commissioning in 1921 of the 34,500 ton quadruple-screw *Paris*, which had been laid down in 1913, launched at Penhoët in 1916, towed to Quiberon Bay and left in an uncompleted state until after the Armistice. At the time of her appearance she was easily the largest steamer to be placed in service since the war.



The Havre-New York service was reinstated at the first opportunity and by 1921 sailings were taking place twice-weekly. The *Paris*, *France*, *La Savoie* and *La Lorraine* undertook the mail service, while a "cabin" service was provided by the *Lafayette*, *Rochambeau* and *Chicago*, assisted as required by the *Niagara*, *Leopoldina*, *Roussillon*, *La Bourdonnais* and *De la Salle*. The spare ships from this group undertook a passenger service from Bordeaux to New York. This service was withdrawn in 1931.

A new service had been established in 1919 to the Pacific Coast of North America via the Panama Canal. From 1930 onwards a new series of steamers and motor ships carrying a limited number of passengers was substituted for the cargo steamers previously employed.

The *Paris* and *France* reintroduced an intermediate call at Plymouth in 1922 after an interval of 44 years. By degrees more and more of the Havre-New York ships as well as those on the West Indies service began to make the call. The post-war boom on the North Atlantic was now over and the Company sold the old-timers *La Lorraine* and *La Touraine*. The *France* was converted to burn oil fuel in 1923, and the opportunity was taken to make various improvements to her passenger accommodation.

For many years past nearly all the principal C.G.T. ships had been built at Penhoët or elsewhere in France. An important exception was the 17,700 ton *De Grasse*, which was laid down by Cammell Laird of Birkenhead in 1918. Work on her was delayed to such an extent that she did not enter service until 1924. At that time she was one of the largest "cabin" steamers on the North Atlantic. Three years later the 43,150 ton *Île de France* was completed at Penhoët. In appearance she was an enlarged edition of the *Paris*, but had raised lifeboats which gave her greatly increased deck space. Her public rooms were decorated in modern French style and were considered by many to be the most attractive of any ship afloat. She was so popular with the travelling public that for several years she carried more first class passengers than any other ship on the North Atlantic.

The 25,000 ton quadruple-screw motor ship *Lafayette*, which was commissioned in 1930, differed greatly in appearance from any ship that had preceded her. She had one huge squat funnel and a single mast. A year previously her earlier namesake had been extensively rebuilt and placed on the West Indies service as the *Méxique*, thereby avoiding a duplication of name.

An even more remarkable ship, the 28,000 ton twin-screw geared turbine *Champlain*, was commissioned in 1932 and could readily be distinguished from the *Lafayette* by her rounded stem, squat pear-shaped funnel with smoke-deflecting cowl and two masts, of which the mainmast was much shorter than customary. The *Champlain* had flush hatches and these, combined with raised lifeboats and the almost complete absence of ventilators and winches, gave her an exceptional amount of unobstructed deck space. Another

interesting innovation was tiled rubber flooring on the lower promenade deck to prevent disturbance to passengers occupying cabins on the deck below.

When the *Île de France* was commissioned in 1927 she was the sixth largest liner in the world, but during the next two years the Norddeutscher Lloyd completed their 50,000 ton record-breakers *Bremen* and *Europa*, and soon afterwards the Italian lines laid down two ships of similar size. In May 1930 the Cunard Line announced that they would build a giant ship, which later became known as the *Queen Mary*. Not to be outdone, the C.G.T. had made arrangements as early as 1929 for the preparation of a huge new building-berth at the Penhoët Shipyard. This was completed by the end of 1930, and on January 26th 1931 the keel-plate of the *Normandie* was laid, the general belief being that she would at least equal the Cunarder in size. Excellent progress was made, the launching ceremony took place on October 29th 1932, and the *Normandie* was completed in 1935—a year before the *Queen Mary*, whose construction had been interrupted for over twelve months.

It would need the greater part of this book to describe the *Normandie* in full detail so a brief outline must suffice. She was a quadruple-screw turbo-electric ship of 79,280 tons, with a rounded stem and bulbous forefoot to give added buoyancy and keep the propellers fully submerged in rough weather. The forward end was protected by a "whale-back" under which the deck machinery and capstans were concealed. The three rather squat funnels were streamlined and receded progressively in height, the aftermost one being a dummy. The foremast was stepped from the bridge and the mainmast from the superstructure aft of the funnels. The stern was of a special semi-counter type. The accommodation was of a magnificent character, nearly all the first class cabins having their own bathroom and toilet. The most imposing of the public rooms was the first class dining saloon, which seated 700 passengers and was 305 feet long by 46 feet wide, the central portion being no less than 25 feet high. Four turbo-alternator sets generated the electricity required to drive the four electric propulsion motors coupled to the propeller shafts. On her trials the *Normandie* maintained an average speed of 31 knots over a period of several hours. A remarkable feature was that at 29 knots the consumption of oil was no greater than that of the *Île de France* at 23½ knots.

In January 1935 the *Île de France* had inaugurated an outward call at Southampton instead of Plymouth, and this became a regular feature although the homeward itinerary was still New York—Plymouth—Havre. When, therefore, the *Normandie* left Havre on May 29th 1935 on her maiden voyage she called at Southampton to embark a large proportion of her full complement of passengers. On leaving Southampton she was slowed down by fog, but this soon cleared and she steamed from Bishop's Rock to Ambrose Light in 4 days 3 hours 2 minutes at an average speed of 29.98 knots. On a



slightly longer homeward course she took 4 days 3 hours 25 minutes between the same points, the average speed being 30.35 knots. The *Normandie* had broken all existing records. A good deal of prominence was given to her vibration at these high speeds, but the trouble was soon mitigated by the substitution of 4-bladed for 3-bladed propellers. At a later date a further improvement was effected by certain structural alterations, which increased her tonnage to 82,799.

Apart from the *Normandie* the principal North Atlantic units of the C.G.T. fleet at this time were the *Île de France*, *Paris*, *Champlain*, *Lafayette* and *De Grasse*. Within the space of eight years the Company had commissioned four new liners of a total tonnage of 180,000. In consequence they had disposed of a number of surplus ships, including the 23,000 ton *France*, the *Rochambeau*, *Espagne*, *Niagara*, *Roussillon*, *La Bourdonnais*, *Suffren* (ex-*Leopoldina*) and several of their cargo steamers.

The *Queen Mary* succeeded in regaining the "Blue Riband" from the *Normandie* in August 1936, but a year later the *Normandie* established new records of 30.58 knots westbound and no less than 31.20 knots eastbound. It seemed for about a year that this speed would not be surpassed, but in August 1938 the *Queen Mary* improved slightly on both the records. It has been shown time and time again that the publicity value of a speed record is incalculable, but from most other points of view it has little value. To give one example, an increase of average speed from 30 to 31 knots reduces the time for the North Atlantic crossing by a mere three hours.

The C.G.T. suffered a grievous loss in May 1938 when the *Lafayette* was seriously damaged by fire in dry dock at Havre and had to be scrapped. Even worse, the *Paris* was gutted by fire at her berth in Havre in April 1939, the efforts of the firemen causing her to capsize and sink. The outbreak of World War II a few months later rendered salvage operations impossible.

The *Normandie* was laid up at New York from the outbreak of hostilities until December 12th 1941, when she was seized by the U.S. Government. On February 9th 1942, during the work of converting her into the troopship *Lafayette*, sparks from a blow-lamp set fire to a quantity of bedding that had been placed on board prematurely. She was soon well ablaze; thousands of tons of water which was played on to her caused her to become top-heavy and finally she heeled over and sank. Salvage operations took well over a year, but as the ship was little more than a hulk it was decided that the expenditure of further time and money was not in the nation's interest and in September 1946 the once-proud ship was towed to a near-by yard to be dismantled.

The *Île de France* was seized by the British at Singapore in July 1940, after the collapse of France. She continued to render splendid service as a troopship until 1946, when she was handed back to the C.G.T. She subsequently made one or two North Atlantic voyages before being despatched to Indo-China with troops. Upon her return

a major reconstruction lasted nearly two years and included the installation of new boilers and the substitution of two funnels for the original three. Many changes were also made in her passenger accommodation with the result that her tonnage was increased to 44,356. She resumed sailings between Havre and New York in July 1949.

The *Champlain* was sunk off La Pallice in June 1940 and the *De Grasse* scuttled by the Germans at Bordeaux in August 1944. Twelve months later the *De Grasse* was refloated and extensively rebuilt, her tonnage being increased to 19,918 and her funnels reduced from two to one. Her first post-war sailing took place on July 12th 1947, and for almost exactly two years she was the Company's only passenger ship on the North Atlantic.

After the war the Norddeutscher Lloyd *Europa* made two North Atlantic voyages under the American flag before being handed over to the French Government, which in turn allotted her to the C.G.T. She was laid up at Havre pending reconstruction. In December 1946 she broke adrift during a gale, was blown on to the wreck of the *Paris* and had to be scuttled. A year later she was towed to St. Nazaire, was rebuilt and strengthened, and in August 1950 left Havre on her first voyage to New York as the C.G.T. *Liberté*.

The 20,464 ton *Flandre*, the first of two ships designed for the West Indies trade, was diverted to the North Atlantic and left Havre on her maiden voyage to New York in July 1952. Owing to a breakdown her second voyage did not take place until April 1953, but since then she has been running very successfully. Her sister ship, the *Antilles*, joined the *Colombie* in the West Indies service in May 1953. For a time the *De Grasse*, which was no longer required on the North Atlantic, had acted as a consort to the *Colombie*, but was later withdrawn and in February 1953 was sold to the Canadian Pacific to replace their *Empress of Canada*.

At the present time the *Liberté*, *Île de France* and *Flandre* are maintaining a weekly service between Havre and New York, and are well-equipped to cater for all requirements. It is anticipated that in the not very distant future, and with the guarantee of substantial assistance from the French Government, an order will be placed for a new liner of some 50,000 tons.

1. 1864 *Washington*

3,408. 345 × 44. S-2-2. 1-P-SL2-12 (Scott's). (I-128; II-54; III-29). Launched 1863 (17/6). 1864 (15/6) M/V Havre-New York. 1868 converted by Napier to twin screw; new single exp. engines; mizzen mast added. 1872 (30/8) L/V Havre-Brest-New York. 1873 compound engines by Schneider of Creuzot; subsequently W. Indies service. 1899 sold. 1900 scrapped at Marseilles.

2. 1864 *Lafayette*

3,375. Ditto. Launched 1863 (15/10). 1864 (24/8) M/V Havre-New York. 1866 (11/10) F/V St. Nazaire-Panama. 1868 converted at St. Nazaire to twin screw; new single exp. engines; mizzen mast added. 1871 (18/8) L/V Havre-Brest-New York. 1871 (23/9) severely damaged by fire at Havre; repaired; compound engines by Schneider of Creuzot. 1873 (7/7) resumed sailings St. Nazaire-Panama. 1886-87 triple exp. engines. 1906 sold; scrapped.



3. 1865 *Europe*  
3,400. Ditto. 1865 (3/5) M/V Havre–New York. 1873 lengthened to 394 ft. (4,600 tons); converted to single screw; compound engines; mizzen mast added. 1874 (4/4) foundered in N. Atlantic (0).
4. 1865 *Impératrice Eugénie*.  
(1871) *Atlantique*  
(1874) *Amérique*  
3,200. 355 × 44. S–2–2. I–P–SL2–12 (Chantier de l'Atlantique (St. Nazaire)). Launched 1864 (23/4). 1865 (16/2). M/V St. Nazaire–Vera Cruz. 1873 lengthened to 394 ft. (4,585 tons); converted to single screw; compound engines; mizzen mast added. 1874 (16/1) F/V after conversion and as *Amérique*, Havre–New York. 1874 (14/4) abandoned near French coast; towed to Falmouth. 1876 (Mar.) fitted with "the lighthouse and electric light". 1877 (7/1) went ashore at Seabright, N.J.; 1877 (10/4) refloated. 1886 (22/9) F/V Havre–Panama. 1888 internal electric lighting installed. 1892 triple exp. engines. 1895 (28/1) wrecked at Savanilla.
5. 1865 *France* (I)  
3,200. Ditto. Launched 1864 (1/10). 1865–73 West Indies service. 1874 lengthened to 395 ft. (4,648 tons); converted to single screw; compound engines; mizzen mast added. 1874 (7/11) F/V after conversion Havre–New York. 1883 transferred to West Indies service. 1895 triple exp. engines. 1910 (July) scrapped at Cherbourg.
6. 1865 *Nouveau Monde*  
(1875) *Labrador*  
3,200. Ditto. Launched 1865 (27/1). 1865–74 West Indies service. 1875 lengthened to 394 ft. (4,612 tons); converted to single screw; compound engines; mizzen mast added. 1875 (20/11) F/V after conversion Havre–New York. 1886 (22/10) F/V Havre–Panama. 1889 triple exp. engines. 1904 sold; 1905 scrapped at Genoa.
7. 1866 *Napoléon III*  
(1870) *Ville du Havre*  
3,376. 363 × 46. S–2–2. I–P–SL2–11 (Thames Ironworks). (I–170; II–100; III–50). Launched 1865 (11/2). 1866 (26/4) M/V Havre–Brest–New York. 1873 lengthened to 413 ft. (3,950 tons); converted to single screw; compound engines; mizzen mast added. 1873 (29/3) F/V after conversion Havre–New York. 1873 (22/11) collision with *Loch Earn* in English Channel (226).
8. 1866 *Panama*  
(1876) *Canada*  
3,200—details as (4). 1866–75 West Indies service. 1876 rebuilt (but not lengthened) (4,054 tons); converted to single screw; compound engines; mizzen mast added. 1876 (22/4) F/V as *Canada* Havre–Plymouth–Philadelphia–New York. 1886 (22/8) F/V Havre–Panama. 1908 sold; scrapped at St. Nazaire.
9. 1866 *Pérelre*  
3,150. 345 × 44. C–1–3. I–S–I(2)–13 (Napier). (I–200; II–120). Launched 1865 (4/11). 1866 (29/3) M/V Havre–Brest–New York. 1872–73 compound engines; 2nd funnel added. 1886 onwards Central American service. 1888 sold; became *Lancing* (sailing ship). 1925 scrapped at Genoa.
10. 1866 *Ville de Paris*  
3,014. Ditto. (I–200; II–120). Launched 1865 (Dec.). 1866 (24/5) M/V Havre–Brest–New York. 1873–74 compound engines; 2nd funnel added. 1876 (7/6) F/V St. Nazaire–Panama. 1888 sold; became *H. Bischoff* (German sailing ship). 1900 (28/10) stranded in R. Elbe; broke in two.

11. 1866 *Saint Laurent*  
3,413. 356×44. S-1-3. I-S-I(2)-12 (Chantier de l'Atlantique (St. Nazaire)). Laid down as paddle steamer. Launched 1866 (19/4). 1866 (11/10) M/V Havre-Brest-New York. 1875-76 compound engines; 2nd funnel added. 1886 (10/7) L/V Havre-New York. 1886 (22/9) F/V Havre-Panama. 1887-88 tonnage increased to 3,945; triple exp. engines. 1902 sold; scrapped at Genoa.
12. (1876) *Saint Germain*  
3,554. 377×40. S-1-2. I-S-C2-13 (Thomson). (I-154; II-94; III-477). Built 1874 as *Klopstock* (Adler) (*q.v.*). 1876 (3/6) F/V Havre-Plymouth New York. 1876 (7/12) F/V St. Nazaire-Panama. 1881 Havre-New York. 1886 (3/6) onwards St. Nazaire-Panama. 1907 sold; scrapped at Glasgow.
13. (1878) *Saint Simon*  
2,989. 350×39. S-1-2. I-S-C2-11 (Caird). Built 1874 as *Rhenania* ("Hapag"). 1878-85 occasional voyages Havre-New York; subsequently W.I. service. 1905 sold; scrapped at Genoa.
14. (1879) *Olinde Rodrigues*  
3,029. Ditto. (I-150; II-70; III-164). Built 1873 as *Franconia* ("Hapag"). 1879-85 occasional voyages Havre-New York; subsequently West Indies service. 1905 sold; scrapped at Cherbourg.
15. (1879) *Caldera*  
2,110. 335×34. 1-2. I-S-C4-10 (Denny). Built 1868 for Pacific Steam Nav. Co. 1875 compounded by Laird of Birkenhead. 1879 (10/1) F/V Marseilles-Havana. 1881 (14/4) F/V Marseilles-New York (first sailing of service). 1882 (14/10) L/V ditto (9 R/V). 1886 sold. 1887 (May) sunk near Suakin (Sudan).
16. (1879) *Ville de Marseille*  
2,714. 350×38. S-1-3. I-S-C2-12 (Inglis). Launched 1874 as *Stad Amsterdam* (Royal Netherlands) (*q.v.*). 1879 (14/6) F/V Marseilles-Panama. 1881 (14/5) F/V Marseilles-New York. 1882 (23/9) L/V ditto (8 R/V). 1902 sold; scrapped at Genoa.
17. (1879) *Ferdinand de Lesseps*  
2,865. Ditto. Launched 1875 as *Stad Haarlem* (Royal Netherlands) (*q.v.*). 1879 (Feb.) chartered to New Zealand Shipping Co. (first steam voyage to N.Z.); was to have been renamed *Ville de Madrid*. 1879 (14/9) F/V Marseilles-Panama. 1881 (28/4) F/V Marseilles-New York. 1882 (June) L/V ditto (6 R/V). 1911 sold; scrapped at Dunkirk.
18. (1881) *Picardie*  
1,371. 305×32. 1-3. I-S-C2-10 (Laing). (I-28; II-55; III-356). Built 1865 as *Albany* (British); 1867 lengthened. 1881 (6/2) F/V Marseilles-Panama. 1881 (28/5) F/V Marseilles-New York. 1882 (14/11) L/V ditto (4½ R/V). 1883 (18/1) sank off Newfoundland after being taken in tow by C.G.T. *Labrador*.
19. 1883 *La Normandie*  
6,283. 459×49. S-2-4. I-S-C6-16 (Barrow S.B. Co.). (I-205; II-76; III-806). Laid down as *Ville de New York*. Launched 1882 (28/10) as *Normandie*. 1883 (5/5) M/V Havre-New York. 1894 triple exp. engines; masts reduced to two. 1894 (21/4) F/V St. Nazaire-Vera Cruz. 1911 (11/9) L/V St. Nazaire-Panama. 1912 scrapped at Bo'ness.
20. 1886 *La Champagne*  
7,087. 493×52. S-2-4. S-S-C6-17. (C.G.T. (St. Nazaire)). (I-390; II-65; III-600). Launched 1885 (15/5). 1886 (22/5) M/V Havre-New York. 1896 triple exp. engines; masts reduced to two. 1905 transferred to Mexican service; 1913 to Panama service. 1915 (28/5) wrecked off St. Nazaire.



21. 1836 *La Bourgogne*  
7,395. 494 × 52. S-2-4. I & S-S-C6-17. (La Méditerranée (La Seyne)).  
Launched 1885 (8/10). 1886 (19/6) M/V Havre-New York. 1897-98 quadruple  
exp. engines; masts reduced to 2. 1898 (4/7) collision with *Cromartyshire*  
off Cape Sable (549).
22. 1836 *La Bretagne*  
6,920. 495 × 52. S-2-4. S-S-C6-17 (C.G.T. (St. Nazaire)). Launched 1885  
(9/9). 1886 (14/8) M/V Havre-New York. 1895 triple exp. engines; masts  
reduced to two. 1912 (8/6) L/V Havre-New York. 1912 sold to Cie de Nav.  
Sud Atlantique; name retained. 1919 renamed *Alesia*. 1923 scrapped in Italy.
23. 1836 *La Gascogne*  
6,800. 495 × 52. S-2-4. I & S-S-C6-17. (La Méditerranée (La Seyne)). Laid  
down as *L'Algerie*. Launched 1886 (5/1). 1886 (18/9) M/V Havre-New York.  
1894 quadruple exp. engines; masts reduced to two. 1911 (4/3) L/V Havre-  
New York. 1912 sold to Cie Sud Atlantique; name retained. 1920 scrapped.
24. 1891 *La Touraine*  
9,047. 520 × 56. S-2-3. S-2S-T6-19 (C.G.T. (St. Nazaire)). (I-392; II-98;  
III-600). Launched 1890 (21/3). 1891 (20/6) M/V Havre-New York. 1903  
(21/1) damaged by fire at Havre; masts reduced to two. 1910 (I-69; II-263;  
III-686). 1912 some voyages Havre-Quebec-Montreal. 1923 (Oct.) sold;  
scrapped at Dunkirk.
25. 1893 *La Navarre*  
6,648. 471 × 50. S-2-2. S-2S-T6-15 (ditto). (I-235; II-69; III-74). Launched  
1892 (4/11). 1893 (21/11) M/V St. Nazaire-Vera Cruz. 1894 and 1898 some  
voyages Havre-New York. 1924 sold; 1925 scrapped at Dunkirk.
26. (1899) *L'Aquitaine*  
8,242. 500 × 57. S-3-2. S-2S-T6-19 (Fairfield). (I-432; II-162; III-640).  
Built 1890 as *Normannia* ("Hapag") (*q.v.*). 1898 became *Patriota* (Spanish  
Navy). 1899 (Nov.) F/V Havre-New York. 1906 sold; scrapped at Bo'ness.
27. 1900 *La Lorraine*  
11,146. 563 × 60. 2-2. 2S-T8-20 (C.G.T. (St. Nazaire)). (I-446; II-116;  
III-552). Launched 1899 (20/9). 1900 (11/8) M/V Havre-New York. 1914-17  
became *Lorraine II* (armed merchant cruiser). 1919 reverted to *La Lorraine*.  
1922 (Dec.) sold; scrapped at St. Nazaire.
28. 1901 *La Savoie*  
11,168. Ditto. (I-437; II-118; III-398). Launched 1900 (31/3). 1901 (31/8)  
M/V Havre-New York. 1914-18 became an armed merchant cruiser. 1923  
cabin and III only. 1927 sold; 1928 scrapped at Dunkirk.
29. 1906 *La Provence*  
13,753. 602 × 65. 2-2. 2S-T8-21 (Penhoët). (I-422; II-132; III-808). Launched  
1905 (21/3). 1906 (21/4) M/V Havre-New York. 1914 became *Provence II*  
(armed merchant cruiser). 1916 (26/2) torpedoed in Mediterranean (830).
30. 1907 *Floride*  
6,624. 413 × 52. 1-2. S-T3-13 (de Provence (Port de Bouc)). (I-51; III-785).  
Launched 1907 (14/7). 1907 (30/11) M/V Havre-New York. 1912 Havre-  
Canada service. 1915 (19/2) sunk off Dakar by German raider *Prinz Eitel*  
*Friedrich*.
31. 1908 *Caroline*  
(1929) *Jacques Cartier*  
6,693. 413 × 52. 1-2. 2S-T6-14 (ditto). (II-50; III-46). Launched 1908 (14/7).  
1912 Havre-Canada service. 1929 (1/12) F/V as *Jacques Cartier*, Havre-New  
York. 1931 (Dec.) laid up at Brest. 1934 scrapped at Genoa.

32. 1908 *Chicago*  
9,350. 508×58. 2-2. 2S-T6-15 (Penhoët). (II-358; III-1,250). Launched 1907 (5/11). 1908 (30/5) M/V Havre-New York. 1928 reconstructed and renamed *Guadeloupe* (10,502 tons); West Indies service. 1936 scrapped at St. Nazaire.
33. 1910 *Espagne*  
13,600. 538×61. 2-2. 2S-T8-15 (de Provence (Port de Bouc)). (I-296; II-106; III-86). Launched 1909 (19/12). 1910 (5/10) M/V St. Nazaire-West Indies. 1912-19 made a number of N. Atlantic voyages. 1934 sold; scrapped at St. Nazaire.
34. (1910) *Niagara*  
8,481. 485×56. 1-2. 2S-T6-15 (de la Loire (St. Nazaire)). (II-182; III). Built 1908 as *Corse* (Chargeurs Réunis). 1910 (26/3) F/V Havre-New York. 1912 (11/5) F/V Havre-Halifax (1 R/V). 1917 Bordeaux-New York. 1921 Hamburg-New York. 1922 Bordeaux-New York. 1922 (Dec.) Havre-Houston. 1931 scrapped.
35. 1911 *Rochambeau*  
12,678. 559×64. 2-2. 4S-T8 & ST-15 (Penhoët). (II-428; III-200). Launched 1911 (2/3). 1911 (16/11) M/V Havre-New York. 1915-18 Bordeaux-New York. 1932 (3/8) L/V Havre-Plymouth-New York. 1934 scrapped at Dunkirk.
36. 1912 *France* (II)  
23,666. 689×76. 4-2. 4S-ST-24 (Penhoët). (I-535; II-440; III-950). Laid down as *La Picardie*. Launched 1910 (20/9). 1912 (20/4) M/V Havre-New York. 1914 became *France IV* (transport; hospital ship; transport). 1919 reverted to *France*. 1923 converted to oil fuel. 1932 (13/8) L/V Havre-Plymouth-New York. 1934 (Nov.) sold; scrapped at Dunkirk.
37. 1915 *Lafayette* (II)  
11,953. 547×64. 2-2. 4S-C8 & ST-16 (de Provence (Marseilles)). (I-336; II-110; III-90). Launched as *Ile de Cuba* 1914 (27/5). 1915 (3/11) M/V Bordeaux-New York. 1916 became a hospital ship. 1928 renamed *Méxique* (Vera Cruz service). 1940 (19/6) lost by enemy action.
38. (1919) *Leopoldina* (c)  
(1923) *Suffren*  
12,350. 526×62. 2-2. 2S-Q8-15 (Blohm & Voss). Built 1901 as *Blücher* ("Hapag") (q.v.). 1917 became *Leopoldina* (Brazilian Govt.). 1920 Havre-New York service. 1923 (8/5) F/V as *Suffren* ditto (Cabin 500; III-250). 1928 (22/12) L/V ditto. 1929 (May) scrapped at Genoa.
39. (1920) *Roussillon*  
8,800. 462×58. 1-2. 2S-Q8-14 (A. G. "Weser" (Bremen)). (Cabin 281; III-26). Built 1906 as *Goeben* (N.D.L.) (q.v.). 1920 Havre-New York service. 1923 Bordeaux-New York. 1931 (5/2) sold; scrapped.
40. (1921) *La Bourdonnais*  
8,287. 453×56. 1-2. 2S-T6-14 (Tecklenborg (Geestemünde)). (Cabin 122; III-212). Built 1904 as *Scharnhorst* (N.D.L.) (q.v.). 1921 (2/4) F/V Havre-New York. 1923 Bordeaux-New York. 1933 sold; 1934 scrapped at Genoa.
41. 1921 *Paris*  
34,569. 735×85. 3-2. 4S-ST-21 (Penhoët). (I-565; II-480; III-1,100). Laid down 1913; launched 1916 (12/9); towed to Quiberon Bay and work suspended. 1921 (15/6) M/V Havre-New York. 1939 (19/4) burnt at Havre; capsized and sank at her berth.



42. 1921 *De la Salle*  
8,400. 440×57. 2-2-C. 2S-T6-14 (Barclay Curle). (Cabin 163; III-128).  
Launched 1921 (9/2). 1921 (18/10) M/V St. Nazaire-New Orleans. Later  
made some New York voyages. 1943 (9/7) sunk by enemy action.
43. 1924 *De Grasse*  
17,707. 552×71. 2-2. 2S-ST(SR)-16 (Cammell Laird). (Cabin 536; III-410).  
Laid down 1918 as *Suffren*; building suspended until 1923. Launched 1924  
(23/2). 1924 (21/8) M/V Havre-New York. 1944 (30/8) scuttled by Germans  
at Bordeaux. 1945 (30/8) salvaged and reconditioned (1 funnel; tonnage  
19,900). 1947 (12/7) F/V since war, Havre-New York. 1951 (30/9) L/V ditto.  
1952 (24/4) F/V Havre-West Indies. 1953 became *Empress of Australia*  
(Can. Pac.) (q.v.).
44. 1927 *Île de France\**  
43,153. 764×92. 3-2. 4S-ST-23 (Penhoët). (I-670; II-408; III-508).  
Launched 1926 (14/3). 1927 (22/6) M/V Havre-Plymouth-New York. 1940  
(19/7) seized at Singapore by British; used as transport. 1945 (22/9) reverted  
to French flag under Cunard management. 1946 (22/10) F/V (commercial)  
since war, Cherbourg-New York. 1947 (April) reconditioned (44,356 tons;  
2 funnels); (I-541; cabin-577; tourist-227). 1949 (21/7) F/V after recondition-  
ing Havre-New York.
45. 1930 *Lafayette* (III)  
(M/S) 25,178. 577×78. 1-1. 4S-4SC.DA-17 (Penhoët). (Cabin 591; tourist  
334; III-142). Launched 1929 (9/5). 1930 (17/5) M/V Havre-Plymouth-New  
York. 1938 (4-5/5) destroyed by fire in dry dock at Havre; scrapped at  
Rotterdam.
46. 1932 *Champlain*  
28,124. 606×83. 1-2. 2S-ST(SR)-19 (Penhoët). (Cabin 623; tourist 308;  
III-122). Launched 1931 (15/8). 1932 (18/6) M/V Havre-New York. 1940  
(17/6) sunk by magnetic mine at La Pallice.
47. 1935 *Normandie*  
79,280. 981×118. 3-2. 4S-ST(EM)-29 (Penhoët). (I-848; tourist 670; III-  
454). Laid down 1931 (26/1); launched 1932 (29/10). 1935 (29/5) M/V Havre  
-Southampton-New York. 1936 (Mar.) tonnage increased to 82,799. 1939  
(28/8) laid up at New York. 1941 (12/12) seized by U.S. Govt.; renamed  
*Lafayette*. 1942 (9/2) gutted by fire and sank in New York harbour; eventually  
refloated. 1946 (Dec.) towed to Newark, N.J.; scrapped.
48. (1950) *Liberté\**  
51,840. 890×102. 2-2. 4S-ST(SR)-27 (Blohm & Voss). (I-569; cabin 562;  
tourist 382). Built 1930 as *Europa* (N.D.L.) (q.v.). 1946 (May) awarded to  
France; the name *Lorraine* was first contemplated. 1946 (9/12) scuttled at  
Havre after breaking loose in a gale. 1947 (15/4) refloated. 1947 (Nov.) recon-  
struction started at Penhoët. 1950 (17/8) F/V Havre-New York. 1954 new  
funnels fitted.
49. 1952 *Flandre\**  
20,464. 568×79. 1-2. 2S-ST(DR)-22 (de France (Dunkirk) ). (I-402; cabin  
389; tourist 97). Launched 1951 (31/10). 1952 (23/7) M/V Havre-New York.  
1953 (17/4) 2nd voyage ditto (I-339; tourist 285 (100 inter-changeable) ).

\* Still in service.

FUNNEL: Red; black top.

FLAG: White; red ball in corner and red "Cie Gle Transatlantique".

## Chapter 62

1864-72

## BRITISH COLONIAL STEAMSHIP COMPANY

1872-93

## TEMPERLEY LINE

(BRITISH)

THE BRITISH COLONIAL STEAMSHIP COMPANY started operations in June 1864 between London (Victoria Docks), Quebec and Montreal with the 1,400 ton iron screw *Thames*.<sup>1</sup> A sister ship, the *St. Lawrence*, was placed in service in April 1865, and pending her completion the 1,600 ton *Hector* and the 840 ton *Sea Queen* (formerly the *Venezuelan* of the West India & Pacific Company) were chartered for one or two voyages. On her westbound sailing in March 1865 the *Thames* proceeded to St. John's (Nfd.), Halifax and St. John, N.B.

The 1,800 ton *Ottawa* was completed in August 1865. She soon proved to be larger than prevailing passenger and cargo conditions justified, and after making two round voyages to Quebec and Montreal and one or possibly two to New York—an experimental winter terminal—she was withdrawn. At a later date she was sold to the Allan Line.

During the summer of 1866 the *Achilles* was chartered for three voyages, but for the remainder of the year and until the autumn of 1868 the *Thames* and *St. Lawrence* were in sole charge of the service. Winter sailings were few and far between, and were to Portland instead of New York.

The 1,000 ton *Cleopatra* was chartered in October 1868 to replace the *St. Lawrence*, and in the following spring the 1,500 *Dacia* replaced the *Thames*. The *Cleopatra* was wrecked in August 1869. A month later the 1,800 ton *Medway* was purchased, and in 1870 carried on the service with the chartered *Tweed*, *Avon* and *Atlas* of 1,100-1,400 tons. The 1,700 ton *Thames* (II) was completed for the Company in 1871, and in conjunction with the *Medway* and the chartered *Severn* and *Niger* maintained a regular fortnightly schedule between April and October. From July onwards an intermediate call was made at Plymouth.

The satisfactory progress made by the Company was manifested in 1872 by the purchase of the 2,100 ton *Scotland* which, with the *Medway* and *Thames* assisted by the chartered *Niger*, *Nile*, *Hector* and *Emperor*, maintained virtually a weekly service between London,

(1) *The Times*, 25/5/64 and 1/7/64.



Plymouth, Quebec and Montreal. As previously, chief cabin and steerage passengers were carried.

Between 1869 and September 1872 the name "British Colonial Steamship Company" was dropped from advertisements, enquiries being invited to the brokers, Temperley's, Carter & Darke. The reason for this move is not far to seek as the Company's name had been chosen to indicate that it was connected with the Colony of Canada. After 1867 the title was no longer applicable as in that year the Provinces of Ontario and Quebec combined with New Brunswick and Nova Scotia to become the Dominion of Canada. In September 1872, for the first time, the description TEMPERLEY LINE appeared in advertisements.<sup>1</sup> It is evident that some reorganisation had taken place but exact details are not known. As the continuity of the service was not affected it seems preferable to deal with the British Colonial Steamship Company and the Temperley Line in one and the same chapter.

The chartered steamer *Severn* and the 2,000 ton *Delta* were purchased in 1873, when the Company advertised that they were "under contract with the Dominion Government for assisted passages", the cost of which was £4/15/0.

The *Medway* was wrecked in 1873 and the *Delta* in 1874. In the meanwhile the 2,200 ton *St. Lawrence* (II) was commissioned, and the *Scotland* lengthened and compounded. Unfortunately, a recession in trade had set in, the *Scotland* was but sparingly employed on the North Atlantic until 1879, sailings were reduced to fortnightly and the Plymouth call was discontinued.

In 1879 the King Line (Wm. Ross & Co.) advertised sailings between London, Quebec and Montreal by the *Ocean King*, *Viking* and *Erl King*.<sup>2</sup> Within a few weeks the description "King Line" was dropped and these steamers were running in a joint service with the Temperley Line *Scotland* and *Thames*. This arrangement continued until 1885, when the two latter were absorbed into the Ross Line fleet. The Ross Line Canadian service continued until 1893, but sailings were greatly reduced in 1890-91, when most of the steamers were transferred to the New Orleans trade. The Company subsequently went into liquidation.

Although the Temperley Line no longer owned its own steamers the firm of Temperley's, Carter & Darke continued to function until 1893, when they advertised sailings under the description "Temperley Line" by the chartered MacIver Line *Lycia*, later owned by Elder Dempster's.<sup>3</sup>

The downfall of the Temperley and Ross Lines can be directly attributed to the Allan Line, which started a London-Quebec-Montreal service in 1884 with steamers that were appreciably larger than those of their rivals.

(1) *Shipping and Mercantile Gazette*, 20/9/72 and 3/10/72.

(2) *Shipping and Mercantile Gazette*, 28/3/79.

(3) *The Times*, 25/8/93.

1. 1864 *Thames* (I)  
1,364. 255 × 32. 1-3. I-S-I(2)-10 (Oswald). 1864 (30/6) M/V London-Quebec-Montreal. 1868 (autumn) withdrawn.
2. 1865 *St. Lawrence* (I)  
1,398. 256 × 32. 1-3. I-S-I(2)-10 (Oswald). 1865 (26/4) M/V London-Quebec-Montreal. 1868 withdrawn.
3. 1865 *Ottawa*  
1,810. 287 × 35. 1-3. I-S-I(2)-10 (Laird). (Chief cabin 25; steerage). 1865 (16/8) M/V London-Quebec-Montreal. 1866 withdrawn; later sold to Allan Line (*q.v.*).
4. (1869) *Medway*  
1,823. 285 × 35. 1-2. I-S-I(2)-10 (Oswald). Built 1865. 1869 (23/9) F/V London-Quebec-Montreal. 1873 (6/9) wrecked Straits of Belle Isle (4).
5. (1871) *Severn* (c)  
(1873) *Severn*  
1,271. 245 × 30. 1-2. I-S-I(2)-10 (Laing). 1871 (3/6) F/V London-Quebec-Montreal. 1873 purchased by Temperley Line. 1881 (28/9) L/V London-Quebec-Montreal.
6. 1871 *Thames* (II)  
1,687. 282 × 34. 1-2. I-S-C2-11 (McMillan). 1871 (29/6) M/V London-Quebec-Montreal. 1882 (27/9) L/V ditto.
7. (1872) *Scotland*  
2,146. 304 × 38. 1-2. I-S-I(2)-10 (Key of Kinghorn). Built 1869. 1872 (1/5) F/V London-Plymouth-Quebec-Montreal. 1874 lengthened to 356 ft. (2,645 tons) and compounded. 1874-75, 1877-78 not employed on North Atlantic. 1885 (approx.) sold to Ross Line.
8. (1873) *Delta*  
1,974. 281 × 34. 1-2. I-S-C2-11 (Earle). (Chief cabin 28; steerage). 1873 (10/5) F/V London-Plymouth-Quebec-Montreal. 1874 (4/11) wrecked on Anticosti Island (0).
9. 1874 *St. Lawrence* (II)  
2,220. 303 × 36. 1-2. I-S-C2-11 (Laing). 1874 (15/7) M/V London-Plymouth-Quebec-Montreal. 1876 (10/11) wrecked near Cape Town (0) when on transport duty.
10. (1878) *Clyde*  
2,288. 326 × 36. 1-2. I-S-C2-11 (Connell). Built 1870 as *City of Poonah*. 1878 (8/5) F/V London-Quebec-Montreal (4 R/V).

(Note: All the above carried chief cabin and steerage passengers.)

FUNNEL: Black.

FLAG: Blue; large white Maltese cross.



## Chapter 63

1865

## WARREN LINE

(BRITISH)

- 1865. George Warren & Company
- 1898. White Diamond Steamship Company Limited
- 1912. George Warren & Company (Liverpool) Limited
- 1922. Warren Line (Liverpool) Limited
- 1935. Johnston-Warren Lines Limited
- 1947. "Furness-Warren Line"

THE WARREN LINE owes its existence to the White Diamond Line of sailing packets. This concern was founded by a Boston merchant, Enoch Train, who despatched his first ship, the 814 ton *St. Petersburg*, from Boston to Liverpool in 1839. The Company's house-flag consisted of a red square with a white diamond in the centre—hence the name of the Line.

For the first nine years of its existence the firm of Enoch Train & Co. was represented in Liverpool by Baring Brothers, but in 1848 a Mr. Thayer was sent over from Boston to open an office. He was succeeded in 1853 by Mr. George Warren. Four years later Enoch Train & Co. failed during a period of great financial difficulty. Many of the White Diamond ships were purchased by Mr. Warren, who continued to run them in the Liverpool-Boston trade under the description "George Warren & Co's. Line of Liverpool and Boston Packets".<sup>1</sup>

The American Civil War was responsible for the downfall of many of the United States sailing packet companies, whose ships were an easy prey for the Confederate cruisers. By this time most of George Warren & Co's. ships flew the British flag so the same considerations did not apply. Nevertheless, the steamship was fast superseding the sailing ship on the North Atlantic, and in February 1865 advertisements stated that George Warren & Co. had made arrangements to establish a line of first-class screw steamers between Liverpool, Boston and Philadelphia, calling at Queenstown (Cobh).<sup>2</sup> The 2,132 ton *Propontis*, which had been built a year previously for the Mediterranean trade, was chartered to take the first sailing on April 8th 1865 from Liverpool.<sup>3</sup> She actually sailed on May 3rd, and was followed by the *Gambia* on May 20th. She herself made a second voyage in June; the *Bosphorus* sailed in July. During the next two or three years the service was undertaken by the *Propontis*, *Bosphorus*, *Delaware*, *Melita* and *Peruvian*, which carried steerage passengers at a fare of six gns. From 1867 onwards their voyages usually terminated

(1) *Liverpool Journal of Commerce*, 1/1/64.

(2) *Glasgow Herald*, 22/2/65.

(3) *Glasgow Herald*, 17/3/65.

at Boston instead of Philadelphia. The *Melita*, which had started her career under the Cunard flag, was destroyed by fire at sea in September 1868 but fortunately there were no casualties.

The Warren Line's sailing packets were still, in 1869, sailing every week or ten days, but only two steamship sailings have been traced during the first half of that year. One, in March, was to Boston and New York by the National Line's *Virginia*, and, as it was sponsored by the National Line, can be ignored; the other was by the *Delaware*. After that, for a time, the service was withdrawn altogether, but by 1871 was in full swing again—still by chartered steamers, but not the same ones as previously and the Queenstown call was omitted. The steamers employed were the 1,800 ton *Tagus*, *Trent*, *Nyanza* and *Tiber*,<sup>1</sup> additions in 1872 being the *Shannon*, *Sir Francis* and *Ganges*, of which the *Sir Francis* stranded on Hampton Beach in January 1873 and became a total loss. For a second time there was a drastic curtailment of sailings, due partly to the fact that a slump was setting in and partly to competition from the Dominion Line, which had started a seasonal service to Boston and Portland in November 1872 and decided to continue it during the spring and summer of 1873. The Cunard Line, too, had frequent sailings to Boston. One of the few sailings undertaken by the Warren Line during the second half of 1873 took place in September by the 1,832 ton *Potomac*. During 1874 and the greater part of 1875 not one was advertised.

This, as it happened, was the turning point in the Company's career as their sailing ships were withdrawn, and instead of making use of chartered steamers, as hitherto, the 3,000 ton *Manhattan* was purchased from the Guion Line, fitted with compound engines and placed in service as the *Massachusetts*. A sister ship, the *Minnesota*, was also purchased from the same source but retained her name. In addition, the Company arranged a long charter of the 2,867 ton *Palestine*, formerly of the Cunard Line, and in the autumn of 1876 of the 3,985 ton *Victoria*, previously the Guion Line's *Nebraska*. These steamers carried cabin, intermediate and steerage passengers.<sup>2</sup> This vast increase in the Company's activities happened to coincide with the inauguration of the Leyland Line's Liverpool-Boston service. Events were to prove that there was ample room for both companies.

In the autumn of 1877 the 2,696 ton Cunard *Java*, having been fitted with compound engines, made the first of three or four voyages under charter to the Warren Line before being sold to the Red Star. Other ships chartered in 1878 included the 2,800 ton *Canopus*, the 2,000 ton *Nephtis* and the 2,400 ton *Pembroke*. The last-named had started her career with the short-lived South Wales Atlantic Steamship Company, and was joined in 1880 by her sister ship, the *Glamorgan*, which foundered in 1883. The 3,496 ton *Brazilian*, built as long

(1) *Liverpool Journal of Commerce*, 13/7/71, etc.

(2) *Glasgow Herald*, September 1876.



previously as 1852, was chartered in 1880 but was wrecked near Liverpool before the end of the year.

Until 1879 the Company had to be content with tonnage purchased second-hand and chartered ships. The business had grown to such an extent, however, that an order was placed for the 4,329 ton *Iowa* (I), which was delivered during that year. The 5,146 ton *Missouri* followed in 1881 and a slightly larger ship, the *Kansas*, in 1882. The latter had "accommodation for passengers unsurpassed". It appears that she carried steerage only as the only fare quoted was one of £4.10s.<sup>1</sup> The building of these ships resulted in the sale of the *Massachusetts* and *Minnesota*.

It has to be recorded that Mr. George Warren died in 1880—just at the time when the Company was at the height of its fame. He was succeeded by his son. During the year there were 84 sailings under the Company's auspices from Boston to Liverpool. The Company's ships carried 20,000 tons of merchandise, 28,000 oxen, 11,000 swine and 18,000 sheep as well as some thousands of passengers.

In conjunction with an associated company, Richards, Tweedy & Co. of London, the Liverpool firm of Richards, Mills & Co. placed orders for the 4,386 ton *Norseman*, which was delivered in 1882 and followed in 1884 by the 4,491 ton *Roman*, both of which were registered in the name of the British & North Atlantic Steam Navigation Company and placed under the management of the Warren Line in the Liverpool-Boston trade. The chartered *Victoria*, *Canopus* and *Pembroke* were withdrawn, but the *Palestine* remained in the service and the 4,740 ton *Borderer* was added.

The *Missouri* was wrecked on the Welsh coast in March 1886, but was replaced in the following year by the 4,979 ton *Michigan*, which was the first of the fleet to be fitted with triple-expansion engines.

Three further *-man* ships—the 4,900 ton *Ottoman* and *Anglo-man* and the 6,000 ton *Cambroman*—were commissioned by the British & North Atlantic Steam Navigation Company during 1890-92 and like their predecessors were placed under Warren Line management. The *Iowa* foundered in February 1891 after steaming through a thick field of ice off the American coast. It seems that the *Palestine* made her last voyage for the Company in 1892 although she was not scrapped until 1896.

Apart from the five *-man* steamers the Company's fleet was now reduced to the *Kansas* and *Michigan*, but the 5,036 ton *Sagamore* was completed in 1892 and the 5,204 ton *Sachem* in 1893.

In December 1894 the firm of Richards, Mills & Co. took over the management of the Dominion Line and in December 1896 started a Dominion Line passenger service between Liverpool and Boston. In general, their arrangements with the Warren Line were not affected although from time to time the various *-man* ships were diverted to the Dominion Line for shorter or longer periods, including, in 1895, a new unit, the *Scotsman*, which was fitted with passenger

(1) *Glasgow Herald*, 8/5/82.

accommodation, as was the *Cambroman* in 1899. The *Angloman* had been wrecked in February 1897.

On July 19th 1898, a limited liability company, the WHITE DIAMOND STEAMSHIP COMPANY LIMITED, was registered with a capital of £200,000, and soon afterwards the 6,824 ton twin-screw cargo and cattle steamer *Bay State* was completed by Harland & Wolff. She had a very short life as she was wrecked on the Massachusetts coast in October 1899.

The 8,370 ton twin-screw *Iowa* (II) was commissioned in 1902, at about the time when the last of the *-man* steamers was withdrawn from the Warren Line's management and either transferred to the Dominion Line or sold. She was by far the largest ship ever owned by the Company and was, in fact, too large to run at a profit on the service for which she was designed. From 1906 onwards she was extensively employed on a new Warren Line service between Liverpool and Galveston, her homeward cargoes usually consisting of cotton. She was sold in 1913.

Apart from the sale of the *Kansas* in 1907 there was no other event of importance until 1912 when Furness, Withy & Co. Ltd. in conjunction with one of their subsidiaries, the British Maritime Trust, acquired a controlling interest in the White Diamond Steamship Co. Ltd. A new company, GEORGE WARREN & COMPANY (LIVERPOOL) LIMITED was formed.

The *Michigan* was sold to the Admiralty soon after the outbreak of war in August 1914. The *Sagamore* was lost by enemy action during the war as was the 5,000 ton *Bay State* (II), commissioned in 1915. She was later replaced by a ship of similar type, the *Rhode Island*.

After the war the *Sachem* was fitted with accommodation for about 60 cabin passengers and joined the Furness Line *Digby* in a new passenger and cargo service between Liverpool, St. John's (N.F.), Halifax and Boston, which was, in effect, a combination of the pre-war Liverpool-Boston service of the Warren Line and the Liverpool-St. John's-Halifax service of the Furness Line. Several more cargo steamers were acquired.

During the summer of 1920 the 7,784 ton *Fort Victoria* of the Quebec Steamship Co. Ltd.—another Furness Withy subsidiary—made a few sailings between Liverpool and Boston carrying first class passengers and cargo. Contemporary advertisements referred to the Furness-Warren Line and thereby anticipated by 27 years a description that is in use to-day.

In 1922, ten years after the Furness Line first acquired an interest in the Company, the firm of George Warren & Co. (Liverpool) Limited was liquidated and a new concern, WARREN LINE (LIVERPOOL) LIMITED substituted.

The 6,800 ton *Newfoundland* and *Nova Scotia* were completed for the Liverpool-St. John's-Halifax-Boston trade in 1925-26, and although of modest size in comparison with most contemporary North Atlantic liners, became very popular. They carried cabin and



third class passengers. The *Sachem* was scrapped in 1927, but the *Digby* had many more years of useful service before her, and in 1926 was transferred to the Furness Line service between New York and the West Indies as the *Dominica*.

At the end of 1934 the Warren Line (Liverpool) Ltd. took over the assets of two other members of the Furness group—the Johnston Line Limited and the Neptune Steam Navigation Company Limited, both of which had gone into liquidation—and in turn changed its name to JOHNSTON-WARREN LINES LIMITED.

The *Nova Scotia* was torpedoed and sunk by a Japanese submarine in December 1942, when carrying a large number of Italian prisoners, many of whom were drowned. The *Newfoundland* became a hospital ship, and was destroyed by German bombers off Salerno in September 1943.

Since the war the 7,400 ton *Nova Scotia* (II) and *Newfoundland* (II) have been built on the Tyne to replace the lost ships. They are propelled by double and single-reduction geared turbines, which give them a service speed of 15 knots and enable the voyage from Liverpool to St. John's to be completed in 6 days, Halifax in 9 and Boston in 12.

Although these new steamers are nominally owned by the Johnston-Warren Lines, the Liverpool-Boston service has appropriately been advertised since 1947 by the trade name of "FURNESS-WARREN LINE".

- a. (1865) *Propontis* (c)  
2,132. 318×36. C-1-3. I-S-I(2)-10 (Kinghorn (Glasgow)). Built 1864. 1865 (3/5) F/V Liverpool-Queenstown-Boston-Philadelphia. 1869 (?) L/V Liverpool-Boston. 1874 triple exp. engines by John Elder, Glasgow (first set ever built).
- b. (1865) *Bosphorus* (c)  
2,045. 319×36. C-1-3. I-S-I(2)-10 (London & Glasgow Co.). Built 1864. 1865 (15/7) F/V Liverpool-Queenstown-Boston-Philadelphia. 1868 (?) L/V Liverpool-Boston.
- c. (1866) *Delaware* (c)  
2,200. 324×36. C-1-3. I-S-I(2)-10. Built 1865. 1866 (or earlier) F/V Liverpool-Queenstown-Boston-Philadelphia. 1869 (?) L/V Liverpool-Boston. 1869 lengthened to 380 ft. 1871 (20/12) wrecked on Scilly Isles (Liverpool-Calcutta).
- d. (1866) *Melita* (c)  
1,254. 233×29. C-1-2. I-S-?-9 (Denny). Built 1853 for Mediterranean service (Cunard) (q.v.). 1866 (2/6) F/V Liverpool-Queenstown-Boston-Philadelphia. 1868 (5/9) burnt at sea (0).
- e. (1866) *Concordia* (c)  
1,348. 259×33. C-1-3. I-S-I(2)-10 (Tod & McGregor). Built 1862 as *Caledonia* (Anchor) (q.v.). 1862 (31/12) wrecked near Cape Cod, Mass; refloated, sold and renamed. 1866 (4/7) F/V Liverpool-Queenstown-Boston. 1869 (?) L/V Liverpool-Boston. 1872 wrecked.
- f. (1866) *Peruvian* (c)  
2,304. 281×38. C-1-3. I-S-I(2)-10 (M. Pearse & Co. (Stockton)). Built 1863 as *The Southerner* (British & American Southern S.N. Co.). (q.v.). 1864 became *Westminster* (British & American S.N. Co.). (q.v.). 1866 (9/10) F/V Liverpool-Queenstown-Boston-Philadelphia. 1868 (?) L/V Liverpool-Boston. 1895 (or earlier) became *America* (Stefano Rapello) (Italian).

The following chartered steamers were running 1871-73:—

*Tagus* (1,899)  
*Trent* (1,410)  
*Nyanza* (1,859)  
*Tiber* (1,736)  
*Shannon* (1,250)  
*Ganges* (1,410)  
*Chesapeake* (1,239)  
*Potomac* (1,832)

- g. 1872 *Sir Francis* (c)  
 1,833. S-1-2. I-S-C2-10 (Glasgow). 1872 (8/8) M/V Liverpool-Boston. 1873 (3/1) wrecked at Salisbury Beach, N.H.
1. (1876) *Massachusetts*  
 2,869. 335×42. C-1-2. I-S-C2-10 (Palmers). Built 1866 as *Manhattan* (Guion) (q.v.). 1874 compound engines. 1876 (1/1) F/V Liverpool-Boston. 1881 became *City of Lincoln* (Thistle) (q.v.). 1884 *Solis* (Spanish). 1885-86 *City of Lincoln* (Cassels of Liverpool); triple-expansion engines. 1902 (15/8) wrecked near Cape Town (0).
2. (1876) *Minnesota*  
 3,008. Ditto. Built 1867 for Guion Line (q.v.). 1876 F/V Liverpool-Boston. 1882 became *Vinuelas* (Spanish). 1885 (approx.) *San Ignacio de Loyola* (Cia Trasatlantica).
- 2h. (1876) *Palestine* (c)  
 2,867. 352×36. C-1-3. I-S-C2-10 (Steele (Greenock) ). Built 1858 for Mediterranean service (Cunard) (q.v.). 1872 lengthened from 276 ft. and compounded. 1873 chartered to Dominion Line (q.v.). 1876 F/V Liverpool-Boston. 1896 scrapped.
- 2i. (1876) *Victoria* (c)  
 3,985. 367×42. C-1-2. I-S-C2-10 (Palmers). Built 1867 as *Nebraska* (Guion) (q.v.). 1876 (4/11) F/V Liverpool-Boston. 1882 (approx.) L/V ditto.
- 2j. (1877) *Java* (c)  
 2,696. 337×43. C-1-3. I-S-C2-12 (Thomson). Built 1865 for Cunard (q.v.). 1877 compound engines. 1877 (20/10) F/V Liverpool-Boston. 1878 became *Zeeland* (Red Star) (q.v.). 1892 *Lord Spencer* (sailing ship). 1895 disappeared at sea.
- 2k. (1878) *Canopus* (c)  
 2,802. 385×37. S-1-4. I-S-C2-11 (Earle's (Hull) ). Built 1870. 1873 compound engines. 1878 F/V Liverpool-Boston.
- 2l. (1878) *Nepthis* (c)  
 2,010. 310×34. S-1-2. I-S-C2-10 (C. Mitchell & Co. (Newcastle) ). Built 1877. 1878 F/V Liverpool-Boston.
- 2m. (1878) *Pembroke* (c)  
 2,410. 321×37. S-1-2. I-S-C2-11 (Simons (Renfrew) ). Built 1873 for South Wales Atlantic (q.v.). 1878 F/V Liverpool-Boston. Later became *Murciano* (Spanish).
3. 1879 *Iowa* (I)  
 4,329. 378×44. S-1-? I-S-C2-11 (R. & J. Evans (Liverpool) ). 1879 M/V Liverpool-Boston. 1891 (22/2) foundered after steaming through an icefield (0).
- 3n. (1880) *Brazilian* (c)  
 3,496. 383×38. C-1-3. I-S-C2-10 (Mare (London) ). Built 1852. 1878 compound engines. 1880 F/V Liverpool-Boston. 1880 (31/12) wrecked near Liverpool (0).



- 3o. (1880) *Glamorgan* (c)  
2,411—details as (2m). Built 1872 for South Wales Atlantic (q.v.). 1880 chartered to Adamson & Ronaldson (q.v.). 1880 F/V Liverpool-Boston. 1883 (16/2) foundered at sea (7).
4. 1881 *Missouri*  
5,146. 426 × 44. S-1-4. I-S-C2-11 (Connell (Glasgow) ). 1881 M/V Liverpool-Boston. 1886 (1/3) stranded on Welsh coast (0).
5. 1882 *Kansas*  
5,276. 436 × 44. S-1-4. I-S-C2-11 (Connell (Glasgow) ). 1882 M/V Liverpool-Boston. 1906-07 sold.
- 5p. 1882 *Norseman* (c)  
4,386. 392 × 44. S-1-4. I-S-C2-11 (Laird (Birkenhead) ). 1882 M/V Liverpool-Boston. 1899 (29/3) wrecked near Boston (0).
- 5q. 1884 *Borderer* (c)  
4,740. 400 × 44. S-1-4. I-S-C2-11 (Barrow S.B. Co.). 1884 M/V Liverpool-Boston. 1900 (or earlier) became *Riojano* (Spanish), when engines were Q4.
- 5r. 1884 *Roman* (c)  
4,491. 405 × 44. S-1-4. I-S-C2-11 (Laird (Birkenhead) ). 1884 M/V Liverpool-Boston. 1910 scrapped.
6. 1887 *Michigan*  
4,979. 400 × 47. S-1-4. S-S-T3-11 (Harland & Wolff). 1887 M/V Liverpool-Boston. 1914 became *Michigan* (British Admiralty).
- 6s. 1890 *Ottoman* (c)  
4,843. 404 × 46. S-1-4. S-S-T3-11 (Laird (Birkenhead) ). 1890 M/V Liverpool-Boston. 1896 transferred to Dominion Line. 1910 scrapped.
- 6t. 1892 *Angloman* (c)  
4,892. 403 × 46. S-1-4. S-S-T3-11 (Laird (Birkenhead) ). 1892 M/V Liverpool-Boston. 1897 (9/2) wrecked near Holyhead (0).
- 6u. 1892 *Cambroman* (c)  
6,059. 430 × 46. S-1-4. S-S-T3-11 (Laird (Birkenhead) ). 1892 M/V Liverpool-Boston. 1899 transferred to Dominion Line. 1910 scrapped.
7. 1892 *Sagamore* (X)  
5,036. 430 × 46. S-1-4. S-S-T3-11 (Harland & Wolff). 1892 M/V Liverpool-Boston. 1916 (approx.) war loss.
8. 1893 *Sachem* (X)  
(1919) *Sachem*  
5,204. 445 × 46. S-1-4. S-S-T3-11 (Harland & Wolff). 1893 M/V Liverpool-Boston. 1919 (or earlier) passenger accommodation added (cabin 58). 1927 scrapped.
9. 1898 *Bay State* (X)  
6,824. 490 × 52. S-1-4. S-2S-T6-12 (Harland & Wolff). 1898 M/V Liverpool-Boston. 1899 (2/10) wrecked Cape Ballard, N.F. (0).
10. 1903 *Iowa* (II) (X)  
8,370. 500 × 58. S-1-5. S-2S-T6-12 (Harland & Wolff). 1903 M/V Liverpool-Boston. 1912 became *Bohemia* ("Hapag"). 1917 *Artemis* (U.S. Govt.). 1942 *Empire Bittern* (British). 1944 became a blockship during Normandy landings.
11. (1919) *Digby*  
3,960. 351 × 50. 1-2. S-T3-12 (Irvine's (West Hartlepool) ). (I-90). Built 1913 for Furness (q.v.). 1914 attached to 10th Cruiser Squadron. 1915-17 temporarily renamed *Artois* (French). 1919 F/V Liverpool-St. John's, N.F. -Halifax-Boston. 1925 became *Dominica* (Furness). 1934 *Baltrover* (United Baltic). 1946 *Ionia* (Greek).

12. (1920) *Fort Victoria*  
7,784. 412 × 57. 2-2. 2S-Q8-14 (Beardmore (Glasgow) ). (I-400). Built 1913 as *Willochra* (Adelaide S.S. Co.). 1920 (10/7) F/V Liverpool-Boston (4 R/V).
13. 1925 *Newfoundland* (I)  
6,791. 406 × 55. 1-2-C. S-Q4-14 (Vickers Armstrong (Barrow) ). (Cabin 105; III-80). 1925 (Jan.) M/V Liverpool-St. John's, N.F.-Halifax-Boston. 1943 (13/9) bombed and sunk at Salerno when employed as hospital ship.
14. 1926 *Nova Scotia* (I)  
6,796. Ditto. (Cabin 105; III-80). 1926 (May) M/V Liverpool-St. John's N.F.-Halifax-Boston. 1942 (4/12) torpedoed by Japanese submarine near Lourenço Marques.
15. 1947 *Nova Scotia* (II)\*  
7,438. 423 × 61. 1-2-C. S-ST(DR & SR)-15. (Vickers Armstrong (Newcastle)). (I-75; tourist 80). 1947 (2/9) M/V Liverpool-St. John's, N.F.-Halifax-Boston.
16. 1948 *Newfoundland* (II)\*  
7,437. Ditto. (I-75; tourist 80). 1948 (14/2) M/V Liverpool-St. John's, N.F.-Halifax-Boston.  
\* Still in service.  
(X) Cargo steamer.

FUNNEL: Black.

FLAG: Red; white diamond.

(NOTE: For post-1921 details see Furness Line.)

## Chapter 64

1865-68

### BALTIMORE & LIVERPOOL STEAMSHIP COMPANY (UNITED STATES)

THE Baltimore & Ohio Railroad formed a subsidiary, the BALTIMORE & LIVERPOOL STEAMSHIP COMPANY, in 1865 to operate four 1,250 ton wooden screw steamers, which had been built a year previously and employed in the service of the United States Navy. They were renamed *Somerset*, *Carroll*, *Worcester* and *Allegany* after counties in the State of Maryland.

The *Somerset* opened the Company's service between Baltimore and Liverpool on September 30th 1865, carrying cabin passengers, the U.S. Mails and cargo. She was joined by the *Carroll* and *Worcester*, but the *Allegany* was never employed on the North Atlantic. She was placed in service between Baltimore and New York and was wrecked on Long Island in December 1865.

At first, sailings took place every three weeks, but when the boom that followed the American Civil War began to wane they were reduced to about once a month. The service remained in operation for three years and was the only one on the North Atlantic to be



undertaken by a fleet of wooden screw steamers. It is interesting to note that in 1867 the Baltimore & Ohio Railroad joined forces with the Norddeutscher Lloyd to establish the North American Steamship Company between Bremen and Baltimore. This concern started operations in March 1868, when the Baltimore & Liverpool Steamship Company's service, although on its last legs, was still in existence.

1. (1865) *Somerset*  
1,250. 209×35. C-1-2. W-S-?-10 (Van Deusen). Built 1864 as *Nereus*. 1865 (30/9) F/V Baltimore-Liverpool. 1868 sold and ran Boston-Halifax.
2. (1865) *Carroll*  
Ditto. Built 1864 as *Proteus*. 1865 F/V Baltimore-Liverpool. 1868 sold and ran Boston-Halifax. 1894 scrapped.
3. (1865) *Worcester*.  
Ditto. Built 1864 as *Glaucus*. 1865 F/V Baltimore-Liverpool. 1868 sold and ran Boston-Halifax. 1894 scrapped.
- ——— *Allegany*  
Ditto. Built 1864 as *Neptune*. 1865 (5/12) wrecked on Long Island before entering North Atlantic service.

## Chapter 65

1865-66

### NORTH AMERICAN LLOYD

(UNITED STATES)

THE NORTH AMERICAN LLOYD was founded by Ruger Brothers of New York in 1865, and started operations between New York, Southampton and Bremen with the 1,400 ton iron screw *Circasian* (see chapter 49), which went ashore on Cape Breton Island in October 1865 on her first homeward voyage, and although refloated was not employed by them again.

The ex-Collins wooden paddle steamers *Atlantic* and *Baltic* were purchased by the Company in 1866 and each made four or five round voyages during the year. In addition the ex-caloric steamer *Ericsson* was chartered for three round voyages and the 2,000 ton iron screw *Mississippi* and *Merrimac* for one each. A further purchase was the 2,000 ton wooden paddle steamer *Western Metropolis*, which lost a number of her paddle floats on the first day out. After putting back she eventually completed one round voyage.

The North American Lloyd suspended operations in the autumn of 1866. In the following year Ruger Brothers placed the *Atlantic*, *Baltic* and *Western Metropolis* in charge of the New York & Bremen Steamship Company (chapter 68), which ran them on the same route.

FUNNEL: Black.

## Chapter 66

1866

UNITED STATES & UNITED KINGDOM STEAMSHIP LINE  
(BRITISH)

THIS Company started operations in 1866 between Liverpool and New York, the first sailing being taken by the 1,093 ton iron screw *Asia* on April 9th. The *Gambia*, *Union* and *Carolina* followed, and all carried cabin and steerage passengers. The *Gambia* and *Carolina* had been running for the British & American Steam Navigation Company, which suspended operations at this time.

Advertisements in May 1866 stated that the *United States* and *United Kingdom* were under construction, but no tonnage details were given.<sup>1</sup> They were never placed in service by the Company, however, and sailings were suspended soon afterwards. This is not surprising as the Cunard, Inman and National Lines were already firmly established on the same route, and the Guion Line started a service in August 1866.

## Chapter 67

1866-94

## GUION LINE

(LIVERPOOL & GREAT WESTERN STEAMSHIP COMPANY LTD.)  
(BRITISH)

STEPHEN Barker Guion, the founder of the GUION LINE, was born in the U.S.A. in the year 1819, and at an early age became a partner in the firm of Williams & Guion, the managing owners of the "Old Black Star Line" of sailing packets between New York and Liverpool. In 1851 he proceeded to Liverpool to establish a branch office under the style "Guion & Co." The business prospered to such an extent that it was by no means unusual for his ships to carry 1,000 emigrants a week to America during the summer.

The American Civil War was responsible for the withdrawal of most of the North Atlantic sailing packets, and by 1862 Guion was looking for an outlet for the extensive organisation he had built up to handle the North American emigrant traffic. He was appointed

(1) *Glasgow Herald*, 4/5/66.



in charge of the Cunard Line's newly-established steerage passenger business and made passenger and freight agent for a new line of steamers between Liverpool and New York, which, at the end of 1863, became the National Line. Prior to this it had usually been referred to as "Guion & Co's Line" or the "Guion Line".

Guion continued to act for both the Cunard and National Lines until 1866, but long before that realised that his appointment was only a temporary one and that the only certain way of safeguarding his interests was to enter the steamship trade on his own account. He accordingly formed a private company, the LIVERPOOL & GREAT WESTERN STEAMSHIP COMPANY LIMITED, and placed orders for four steamers each of about 3,000 tons. The Company was invariably known as the Guion Line.

The first unit of the Guion fleet, the 2,900 ton iron screw *Manhattan*, left Liverpool on her maiden voyage to New York via Queens-town (Cobh) in August 1866, and was followed by the *Chicago*, *Minnesota* and the 4,000 ton *Nebraska*. Westbound passages averaged 12-14 days.

When approaching Queenstown on her eighth homeward voyage, in January 1868, the *Chicago* went ashore on Daunts Rock and became a total loss. Almost simultaneously, however, a sister ship, the *Colorado*, was placed in commission, and when two slightly larger ships, the *Nevada* and *Idaho*, appeared in 1869 the service was increased from fortnightly to weekly.

The Company already had six ships in commission, and a seventh, the 3,700 ton *Wisconsin*, left Liverpool in July 1870 on her maiden voyage to New York. She was notable as the first steamer designed for the North Atlantic trade to be fitted with compound engines from the outset (the qualifications are important). A sister ship, the *Wyoming*, was commissioned later in the year.

The introduction of the compound engine marked a turning point in the history of North Atlantic shipping. In 1871 the White Star Line started steamship operations with a fleet of compound-engined ships that were second to none as regards size, speed and the comfort of their passenger accommodation, and it was the immediate success of these ships in the Liverpool-New York trade that was mainly responsible for Guion's decision to lay down a pair of would-be record breakers. Orders were accordingly placed for the 4,300 ton *Montana* and *Dakota*, which were launched in November 1872 and June 1873 respectively. They had a number of unusual features, one of which was a pronounced "tumble home"—that is to say the hull receded inwards from the waterline up. As originally designed their compound engines were supplied with steam by water-tube boilers working at 100 lb. pressure, but on trial these gave a lot of trouble and after a fatal accident were replaced by ordinary tubular boilers working at 80 lb. pressure. In consequence of these and other difficulties the maiden voyage of the *Montana* was postponed from July 1873 to July 1875. The *Dakota* followed a fortnight later and,

like her sister ship, was a bitter disappointment as her speed was no greater than that of the older ships.

The 3,400 ton *California* and *Utah* had been laid down at about the same time as the *Montana* and *Dakota*, the intention being to run a twice-weekly service between Liverpool and New York.<sup>1</sup> However, the boom that succeeded the Franco-Prussian War was of short duration and the orders for these two ships were cancelled. In the meanwhile the Company had eight steamers in commission, and during the greater part of 1871 extra sailings were arranged about once a fortnight.

The fleet was reduced to seven in February 1872 when the *Colorado* was sunk in collision in the River Mersey with a loss of six lives, but there was no need to replace her as the boom had passed its peak, and later in the same year it was decided to withdraw the *Nebraska*. The six remaining ships maintained a weekly sailing until the end of 1874, when, with business at a low ebb, the *Minnesota* was withdrawn, as was the *Manhattan* a few months later.

For nearly two years the *Montana* and *Dakota* took turns with the *Wisconsin*, *Wyoming*, *Idaho* and *Nevada* in the Company's weekly service. Two disasters then followed in quick succession, the *Dakota* being wrecked on the Welsh coast in May 1877 and the *Idaho* on the Irish coast a year later. This left the Company with only four ships, and for a time the Inman *City of New York* was chartered to fill the gap.

In spite of the failure of the *Montana* and *Dakota* as record-breakers the Company decided to place an order for the 5,150 ton *Arizona*, which was completed in 1879. With only one exception she was the largest steamer in commission on the North Atlantic and in July 1879 crossed from New York to Queenstown at an average speed of 15.96 knots, which was fractionally faster than the previous best eastbound passage.

A few months later the *Arizona* was in the limelight again but under very different circumstances. On this occasion, when travelling at full speed in misty weather off the Newfoundland Banks, she came into head-on collision with an iceberg. Fortunately the forward bulkhead remained intact, the ship was cautiously backed away, and when the decks were cleared of ice it was discovered that apart from a badly-crumpled bow no serious damage had been sustained, nor was anyone seriously hurt. The *Arizona* proceeded under her own steam to St. John's, Newfoundland, for a false wooden bow to be fitted and was then able to resume her voyage to Liverpool. She was soon back in service again, with her popularity increased rather than diminished owing to this indisputable demonstration of her stout construction.

The *Montana* was wrecked in March 1880 at almost the same spot as her sister ship three years earlier. The Company's fleet was again reduced to four ships—the *Arizona*, *Wisconsin*, *Wyoming* and

(1) *Shipping & Mercantile Gazette*, 28/5/73.



*Nevada*. The 3,400 ton *Abyssinia*, built for the Cunard Line in 1870, joined the fleet in 1881, and was employed spasmodically until 1885.

The success of the *Arizona* and the satisfactory volume of new business she was attracting made the Company decide to build a consort. The newcomer was the 6,900 ton *Alaska*, which was only exceeded in size by the Inman *City of Rome* and the Cunard *Servia*, neither of which was noted for an outstanding turn of speed. From the outset it was clear that the *Alaska* would break all speed records, and it was therefore appropriate that she should be the first ship to be nicknamed "greyhound of the Atlantic".

These two record-breakers were not only expensive to run but the interest on their capital outlay was a major item. Moreover, the comparatively slow speed of the *Wisconsin*, *Wyoming* and *Nevada* restricted them to one voyage every five weeks, whereas three "greyhounds" would alone be sufficient to maintain a weekly service. It was decided, therefore, to build a third "greyhound", and the 7,400 ton *Oregon* left Liverpool on her maiden voyage to New York in October 1883. She was similar in most respects to the *Alaska* and, like her, was lighted throughout by electricity. A surprising feature was her iron construction, as by that time the use of steel had become fairly common.

In April 1884 the *Oregon* steamed from Queenstown to New York at an average speed of 17.48 knots. Four months later she improved considerably on this record, but in the meanwhile had been purchased by the Cunard Line owing to the non-payment of outstanding instalments to her builders. Thus, after a long interval the Cunard Line regained the "Blue Riband" thanks to the Guion Line's enterprise.

The sale of the *Oregon* was the first outward sign of the Company's decline. They had been in low water financially for some time owing to a succession of bad trading years, and the building of the *Arizona* and her consorts was a last unsuccessful bid to put the Company back on its feet. It received a further blow in 1885 by the death of its founder, Stephen Barker Guion, to whom was due most of the credit for its front-rank position amongst the North Atlantic lines and its temporary leadership in speed.

The next seven years passed uneventfully. The *Alaska*, *Arizona*, *Wisconsin*, *Wyoming* and *Nevada* carried out their duties with commendable regularity, and by 1892 the two "W's" had completed 21 years of service without re-engining, while the *Nevada* was two years their senior. The "W's" were sold to the shipbreakers at the close of the 1892 season, and the *Nevada* to other owners a few months later.

The *Alaska* and *Arizona* maintained a fortnightly service between Liverpool, Queenstown and New York until the spring of 1894. They, too, were past their prime, their heavy coal consumption made them uneconomical to run except when they were booked to capacity, and they were accordingly withdrawn. There was no alternative but to wind up the Company.

1. 1866 *Manhattan*  
2,869. 335×42. C-1-2. I-S-I(2)-10 (Palmers). (I-72; III-800). 1866 (Aug.) M/V Liverpool-New York. 1874 compounded. 1875 (2/6) L/V Liverpool-New York-Liverpool. 1875 became *Massachusetts* (Warren) (*q.v.*). 1881 *City of Lincoln* (Thistle) (*q.v.*). 1884 *Solis* (Spanish). 1885-86 *City of Lincoln* (British); triple expansion engines. 1902 (15/8) wrecked near Cape Town (0).
2. 1866 *Chicago*  
2,869. Ditto. 1866 (Dec.) M/V Liverpool-New York. 1868 (12/1) wrecked on Roche's Point, Queenstown (0).
3. 1867 *Minnesota*  
3,008. Ditto. 1867 (14/4) M/V Liverpool-New York. 1874 (11/11) L/V Liverpool-New York-Liverpool. 1875 sold to Warren Line. 1882 became *Vinuelas* (Spanish). 1885 (approx.) *San Ignacio de Loyola* (Cia Trasatlantica).
4. 1867 *Nebraska*  
3,985. 367×42. C-1-2. I-S-I(2)-10 (Palmers). 1867 (7/6) M/V Liverpool New York. 1872 (16/8) L/V ditto. 1875 compounded. 1876 became *Victoria* (Warren Line chartered) (*q.v.*). 1887 scrapped.
5. 1868 *Colorado*  
2,927. 330×43. C-1-2. I-S-I(2)-10 (Palmers). 1868 (14/1) M/V Liverpool-New York. 1872 (7/2) collision in River Mersey with s.s. *Arabian* (6).
6. 1869 *Nevada*  
3,121. 346×43. S-1-2. I-S-I(2)-11 (Palmers). 1869 (2/2) M/V Liverpool-New York. 1881 tonnage increased to 3,617 and compounded. 1893 (13/5) L/V Liverpool-New York-Liverpool. 1893 became *Hamilton* (Dominion). 1896 scrapped.
7. 1869 *Idaho*  
3,132. 345×43. S-1-2. I-S-I(2)-11 (Palmers). 1869 (13/4) M/V Liverpool-New York. 1878 (1/6) wrecked on coast of Wexford (0).
8. 1870 *Wisconsin*  
3,238. 366×43. S-1-2. I-S-C2-11 (Palmers). 1870 (6/7) M/V Liverpool-New York. 1874 (or earlier) tonnage increased to 3,700. 1892 (22/10) L/V Liverpool-New York-Liverpool. 1893 scrapped.
9. 1870 *Wyoming*  
3,238. Ditto. 1870 (25/11) M/V Liverpool-New York. 1874 (or earlier) tonnage increased to 3,729. 1892 (19/11) L/V Liverpool-New York-Liverpool. 1893 scrapped.
- ——— *California*  
3,300 (laid down but not commissioned).
- ——— *Utah*  
3,400 (laid down but not commissioned).
10. 1875 *Montana*  
4,321. 400×44. S-1-2. I-S-C3-11 (Palmers). (I-60; Int.90; III-900). Launched 1872 (14/11). 1875 (7/7) M/V Liverpool-New York. 1880 (14/3) wrecked on Anglesey (Wales) (0).
11. 1875 *Dakota*  
4,332. 401×43. S-1-2. I-S-C3-11 (Palmers). Launched 1873 (12/6). 1875 (21/7) M/V Liverpool-New York. 1877 (9/5) wrecked on Anglesey (Wales) (0).
- 11a. (1878) *City of New York (c)*  
3,499. 375×40. C-1-3. I-S-C2-10 (T. & McG.). Built 1865 for Inman Line (*q.v.*). 1878 made several R/V Liverpool-New York to replace *Idaho*. 1884 became *Norwegian* (II) (Allan) (*q.v.*).



12. 1879 *Arizona*  
5,147. 450 × 45. S-2-4. I-S-C3-15 (Elder). (I-140; Int.70; III-140). 1879 M/V Liverpool-New York. 1879 (7/11) collision with iceberg; slight damage. 1894 (12/5) L/V Liverpool-New York-Liverpool. 1897 San Francisco-Japan-China service (1 funnel). 1898 triple-expansion engines; became *Hancock* (U.S. Govt.). 1917-18 North Atlantic voyages as U.S. troopship. 1926 scrapped.
13. (1881) *Abyssinia*  
3,376. 363 × 42. S-1-3. I-S-I(2)-12 (Thomson). Built 1870 for Cunard (q.v.). 1881-85 Liverpool-New York.
14. 1881 *Alaska*  
6,932. 500 × 50. S-2-4. I-S-C3-16 (Elder). 1881 (Nov.) M/V Liverpool-New York. 1894 (28/4) L/V Liverpool-New York-Liverpool. 1897 became *Magallanes* (Cia Trasatlantica chartered). 1899 sold for scrapping but resold as hulk. 1902 scrapped.
15. 1883 *Oregon*  
7,375. 501 × 54. S-2-4. I-S-C3-18 (Elder). (I-340; Int.92; III-110 (1,110) ). 1883 (7/10). M/V Liverpool-New York. 1884 became *Oregon* (Cunard) (q.v.). 1886 (14/3) collision off Fire Island (0).

FUNNEL: Black; broad red band near top.

FLAG: Blue; black star in a white diamond.

## Chapter 68

1867

### NEW YORK & BREMEN STEAMSHIP COMPANY (UNITED STATES)

THE New York firm of Ruger Brothers was nothing if not persevering, and in spite of the failure of their North American Lloyd (chapter 65) in 1866, founded the NEW YORK & BREMEN STEAMSHIP COMPANY early in the following year to run between the same ports, namely, New York, Southampton and Bremen. The ex-Collins *Atlantic* and *Baltic* and the *Western Metropolis* were allotted to the service, but the first two sailings of the last named had to be cancelled. Her ill-luck persisted and in September 1867 she arrived at Cowes with a fractured mainshaft. In the meanwhile the *Northern Light* had been chartered for one voyage.

The *Atlantic* and *Baltic* were laid up from the autumn of 1867 onwards and the *Western Metropolis* sold. The one redeeming feature of the year's activities was the penultimate westbound voyage of the *Baltic*, which left Southampton with 1,000 passengers, 230 of whom had embarked there and the remainder at Bremen.

The perseverance of Ruger Brothers was again manifest in 1868, when the ex-Vanderbilt Line *Ariel* and *Northern Light*, the ex-New York & Havre *Arago*, the *Quaker City* of Mark Twain fame and the



R.M.S. MAJESTIC

1922	<i>Majestic</i>	56,551 tons	
Laid down as Hamburg American <i>Bismarck</i> . Very similar to <i>Leviathan</i> (ex- <i>Vaterland</i> ) and <i>Berengaria</i> (ex- <i>Imperator</i> ). (73-33)			CUNARD

facing page 240

	1922	<i>Homer</i>	34,351 tons
CUNARD	Laid down as N.D.L. <i>Columbus</i> . Had a reputation for being one of the steadiest ships ever built for the North Atlantic. (73-32)		







1930

*Britannic*

27,650 tons

The first British passenger motor ship on the North Atlantic.  
Sister ship *Georgic* now has a totally different appearance. (73-38)

CUNARD

*facing page 241*

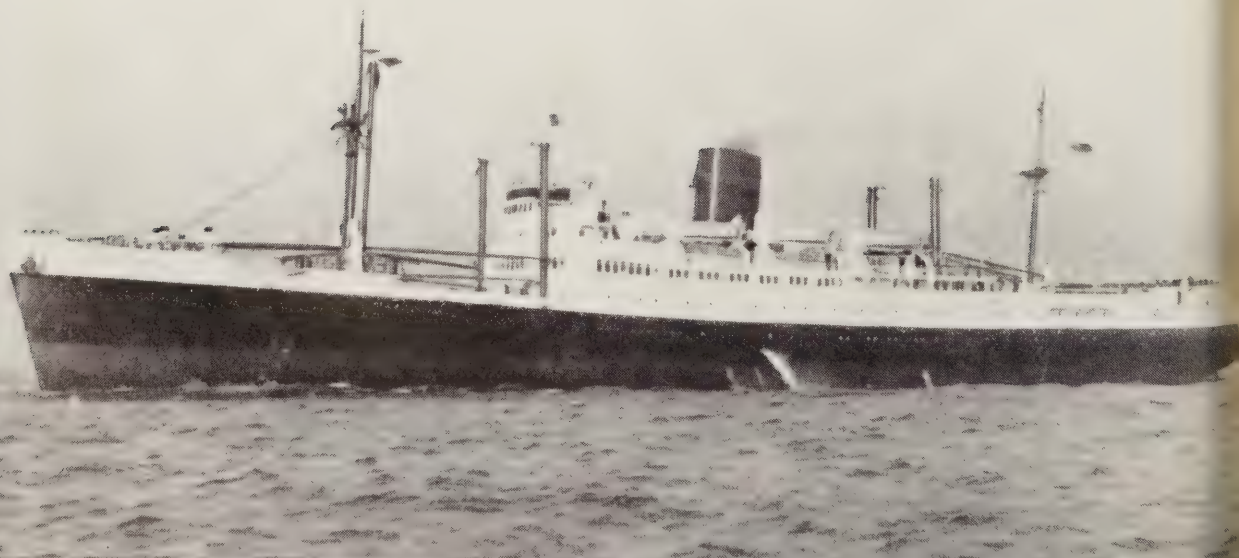
1948

*Newfoundland*

7,437 tons

FURNESS WITTHY & CO. LTD.

Sister ship: *Nova Scotia*. Replacements of two ships with similar names, both lost during World War II. (63-16)



iron screw *Circassian* were chartered to make one voyage between New York, Southampton and Bremen. In 1869 the *Santiago de Cuba*, *Ariel*, *Northern Light*, *Guiding Star* and the ex-New York & Havre *Fulton* each made one voyage, in some cases on an extended itinerary to Copenhagen, Christiansand and Stettin. This was not quite the last of Ruger Brothers' activities, as the *Ocean Queen* and *Rising Star* each made one North Atlantic voyage in 1870.

Thus, the wooden paddle steamer died a slow death. It had been out of date for many years previously.

1. (1867) *Atlantic*  
2,860. 282×45. S-1-3. W-P-SL2-12 (Brown). Built 1850 for Collins Line (*q.v.*). 1867 (Feb.) F/V New York-Southampton-Bremen. 1867 (27/11) L/V (Bremen)-Southampton-New York (6 R/V).
2. (1867) *Baltic*  
2,860. Ditto. (Brown & Bell). Built 1850 for Collins Line (*q.v.*). 1867 (Feb.) F/V New York-Southampton-Bremen. 1867 (6/11) L/V (Bremen)-Southampton-New York (5 R/V).
3. (1867) *Western Metropolis*  
2,250. 284×40. S-1-3. W-P-B-12. Built 1863. 1867 (29/6) F/V New York-Southampton-Bremen. 1867 (22/10) L/V (Bremen)-Southampton-New York (2 R/V).

FUNNEL: Black.

## Chapter 69

1867

### AMERICAN STEAMSHIP COMPANY

(UNITED STATES)

THIS Company must not be confused with the "American Line" of 1873. It was founded in Boston in July 1864 to run a line of steamers between Boston and Liverpool. Rather more than a year later contracts were placed for two wooden screw steamers of 3,000 tons. Wood was chosen in preference to iron on account of cost and because at that time facilities in the United States for building iron steamers of large size were virtually non-existent.

The first ship, the *Ontario*, was launched in November 1866 and sailed from Boston on August 5th 1867 for Liverpool. She performed the crossing in 13 days outwards and ten days homewards, and in all made three round voyages across the North Atlantic, after which the service was withdrawn.

Both the *Ontario* and her sister ship *Erie*, which never crossed the North Atlantic, were laid up in Boston. They were sold in 1870 to the United States & Brazil Mail Steamship Company, and the *Erie*



was destroyed by fire near Pernambuco on January 1st 1873. The *Ontario* survived for some years longer.

1. 1867 *Ontario*  
3,000. 322 × 44. C-2-3. W-S-VG2-11 (Jackman). (I; III).

FUNNEL: Lower half buff; upper half black.

FLAG: White pennant with red border; red "A.S.S.Co."

## Chapter 70

1869

### LIVERPOOL & CHARLESTON STEAMSHIP LINE (BRITISH)

THE LIVERPOOL & CHARLESTON STEAMSHIP LINE started operations between Liverpool and Charleston (South Carolina) in October 1869 with the iron screw *Darien* (1,172 tons), *Marmora* (912), *Adalia* (1,271) and *Arragon* (1,315), all of which carried cabin and steerage passengers. The Liverpool agents were George Campbell & Co.

The 1,480 ton *Lumsden* was detailed to the service upon completion in January 1870, but after a few further sailings the Company faded out. It is interesting to note that the *Arragon* took the pioneer sailing of the Great Western Steamship Company from Bristol to New York in 1871.

## Chapter 71

1870

### MILFORD LINE (BRITISH)

THE MILFORD LINE advertised that the 2,500 ton Clyde-built steamer *Minna* would sail from London for New York, calling at Milford Haven on June 7th 1870 to embark steerage passengers for which the fare was £6. The rail fare from London (Paddington) to Milford was quoted as 12s. 6d.<sup>1</sup> There is no evidence that the Company carried out more than this one sailing.

(1) *Shipping & Mercantile Gazette*, 2/6/70 (advtd).

## Chapter 72

1870-1926

## DOMINION LINE

(BRITISH)

- 1870. Liverpool & Mississippi Steamship Company
- 1872. Mississippi & Dominion Steamship Company Limited
- 1894. { Mississippi & Dominion Steamship Company Limited
- { British & North Atlantic Steam Navigation Company Limited
- 1909. "White Star-Dominion Line Joint Service"

AS was to be expected, trade between Europe and the Southern States of the U.S.A. increased greatly after the American Civil War, with the result that several new steamship services were established to the Mississippi River port of New Orleans. Among them was the LIVERPOOL & MISSISSIPPI STEAMSHIP COMPANY, which started operations in 1870 under the management of Flinn, Main & Montgomery, whose partners had had experience in the sailing ship trade between Liverpool and New Orleans. The pioneer units of their steam fleet were amongst the first on the North Atlantic to be fitted with compound engines, which gave them increased speed and carrying capacity on a greatly reduced coal consumption.

The new service was opened by the 1,800 ton iron screw *St. Louis*, which sailed from Liverpool to New Orleans in October 1870. The *Crescent City* (the nickname for New Orleans) followed a few weeks later, but was wrecked on the Irish Coast when nearing the end of her first homeward voyage. Five more steamers—the *Memphis*, *Mississippi*, *Vicksburg*, *Missouri* and *Texas*—were added during the next two years. All were built on the Clyde, but the *Missouri* was purchased third-hand.

According to a prospectus issued in September 1872 the Liverpool & Mississippi Company had been "urged by influential Canadian friends to extend the operations of the Company to the Quebec and Montreal trade, and in consequence it was determined to send a steamer there under the name of the 'Dominion Line'".<sup>1</sup> The 2,200 ton *Mississippi* took the first Canadian sailing on May 4th 1872 from Liverpool and during the ensuing summer maintained a fairly regular service in conjunction with the *Vicksburg* and *Memphis*. A new company, the MISSISSIPPI & DOMINION STEAMSHIP COMPANY LIMITED, was registered on August 29th 1872. Within a few years it was invariably referred to as the DOMINION LINE.

The Allan Line had had a virtual monopoly of the Canadian trade for some years, and in retaliation for what they considered an unwarranted intrusion started a service between Liverpool and New Orleans in the autumn of 1872. It was not a success and was

(1) *Shipping & Mercantile Gazette*, 11/6/73.



abandoned after two or three sailings. There was, nevertheless, ample justification for the new Dominion Line service, as emigration from the United Kingdom to Canada was booming, and in 1870 Canadian immigration agents had been established in London and elsewhere to encourage and regulate the flow of settlers. Moreover, trading opportunities with New Orleans were strictly limited during the summer months and were not improved when the State Line established a Liverpool–New Orleans service in 1872.

The Dominion Line had to decide what to do with the Canadian service steamers from mid-November to mid-April, when the St. Lawrence River is closed to navigation. Some were placed on the New Orleans route. The remainder, including the chartered steamers *Lord Clive* and *Palestine*, ran to Boston and Portland (Maine) with sufficient success to justify an infrequent service to those ports during the following summer by the *Lord Clive*, which subsequently ran on the same route for her owner, G. M. Papayanni. In November 1876 the winter route became Liverpool–Halifax–Philadelphia, and in 1878 Liverpool–Halifax–Portland.

During the St. Lawrence River season of 1873 a fortnightly service was undertaken by the *Texas* and *Palestine* with assistance from the *Missouri*, *Memphis* and *Mississippi*. Up to this time the various units of the Company's fleet had been allotted names appropriate to the New Orleans trade, but the 2,100 ton *Quebec* (formerly the *Inman City of Dublin*) and the newly-built *Dominion* and *Ontario* drew attention to the Company's new activities. The two latter had a tonnage of 3,200. The summer service was increased to weekly in 1874.

During the early months of her career the *Vicksburg* had a narrow escape when she went ashore in the St. Lawrence River. Her good fortune was only temporary, however, as she foundered in 1875 after striking an iceberg off Newfoundland. On the New Orleans route, the *Missouri* was lost in 1873, and the *Mississippi* stranded in 1874 but was salvaged.

Six steamers were required to run the weekly service to Quebec and Montreal. The loss of the *Vicksburg* left the Company with only seven ships and for a time there were only occasional summer sailings to New Orleans, although the service was augmented during the following autumn by ships temporarily transferred from the northern route. The tonnage position was greatly improved in 1876, when Flinn, Main & Montgomery purchased the 2,200 ton *Bavaria* and *Borussia* from the Hamburg American Line, but the former was burnt at sea almost at once and the latter foundered in 1879 with heavy loss of life. In the meanwhile another Hamburg American steamer, the *Teutonia*, had been purchased and ran for the Company for several years. She made a number of voyages to Canada. It is rather remarkable that four of the first six units of the Hamburg American fleet, all of them Clyde-built, found their way to the Dominion Line.

The 4,000 ton *Brooklyn* was acquired in 1879. She had been built ten years previously as the *Inman City of Brooklyn*, and had recently been lengthened and compounded. Two new steamers, the *Montreal* and *Toronto* were also added, and were improved versions of the *Dominion*. Further building orders were placed, and by 1881 the Company was able to advertise that its fleet consisted of 13 steamers, three of which, including the 3,700 ton *Sarnia* and *Oregon*, were still under construction. In addition the *Ottawa*, completed in 1880, was wrecked during the same year.

The 5,100 ton *Vancouver* was commissioned in 1884. Although slightly smaller, slower and less luxurious than the rival Allan Line's *Parisian*, and built of iron instead of steel, she was a notable addition to the fleet. Actually she was the second steamer of the name as a sister ship had been sold on the stocks to the Inman Line in 1883, when that company was short of tonnage.

In 1885 the Dominion Line took a share in carrying the Canadian mails, and their advertisements included the statement:—"Dominion Line Royal Mail steamers sailing on Thursdays, alternately from Liverpool and Bristol for Halifax and Portland, and from Bristol to New York fortnightly". The Bristol services were undertaken by the older units of the fleet and had taken the place of the New Orleans service which, apart from a few scattered sailings, had been withdrawn in 1882. The experiment of running a service from Bristol to New York was not a success and was soon abandoned.

The Company's Canadian service steamers had called at Queens-town (Cobh) in 1872, and from 1873 onwards had made occasional calls at Belfast. It was decided in 1886 to introduce a regular call at an Irish port and for some years Belfast and Londonderry were used alternately, but from 1891 to 1896 Londonderry was the sole choice. Early in 1888 the American winter terminal became Baltimore, but the customary Liverpool-Halifax-Portland service was reinstated in the following November.

The steel single-screw *Labrador* of 4,700 tons was placed in service during the summer of 1891. She was propelled by triple expansion engines, and although slightly smaller than the *Vancouver* was faster and had improved passenger accommodation. She was a very successful ship, but had a short life as she was wrecked in 1899.

The early 1890's were difficult times for all the Canadian lines. One matter of major concern to the Dominion Line was that their fleet, apart from the *Labrador* and *Vancouver*, was out of date. The unsatisfactory state of the Company's affairs was responsible for the retirement of the managers, Messrs. Flinn, Main & Montgomery, and at a general meeting held on December 12th 1894 it was decided to transfer the management to Messrs. Richards, Mills & Co. This firm were the owners of the British & North Atlantic Steam Navigation Company Limited, which possessed a fleet of five cargo steamers, all with names ending in *-man*, that had been running between Liverpool and Boston under the management of the Warren Line.



The Dominion Line fleet at this time consisted of the *Labrador*, *Vancouver*, *Oregon*, *Sarnia*, *Toronto*, *Ontario* and *Dominion*. The *Texas* had been wrecked some six months previously and the *Hamilton*, registered in the name of the Hamilton Steamship Company Limited and formerly the Guion Line *Nevada*, does not appear to have taken part in the service. Messrs. Richards, Mills & Co. decided to retain the *Labrador* and *Vancouver*, and to dispose of the remainder, which meant the abandonment of the Bristol service. They had originally intended to strip the passenger accommodation from the two survivors, but on second thoughts decided to continue and even develop the passenger side of their business. While new tonnage was being built the 5,300 ton twin-screw *Mariposa* was chartered from the Elder Dempster Line, but was wrecked a year later. In addition the latest of the -*man* steamers, the *Scotsman*, was fitted with passenger accommodation and started her first voyage for the Company, from Liverpool to Halifax and Portland, in November 1895. In the following spring the cargo steamers *Ottoman* and *Angloman* were temporarily transferred from the Warren Line, and enabled the Company to maintain a weekly service to Quebec and Montreal.

The first of the new steamers was the 9,000 ton twin-screw *Canada*, which left Liverpool in October 1896 on her maiden voyage to Quebec and Montreal, and was the largest and most elaborately appointed steamer then taking part in the Canadian trade. She appeared at an opportune time as the *Vancouver* was out of service for three months following a collision. After making one more voyage to the St. Lawrence the *Canada* inaugurated a new winter service between Liverpool and Boston, and this met with such success that it was continued indefinitely instead of the ship being reinstated in the Canadian trade in the following spring.

The *Angloman* and *Ottoman* were returned to the Warren Line in 1896-97. In their places the Dominion Line commissioned the 6,000 ton *Dominion* (II) (formerly the Hamburg American *Prussia*), and chartered the Bibby Line *Yorkshire* for a few voyages. When the *Labrador* was wrecked in March 1899 steps were taken to fit another -*man* steamer, the 6,000 ton *Cambroman*, with passenger accommodation, but she had been in service for only three months when the *Scotsman* was wrecked. For the next two years the *Dominion*, *Vancouver* and *Cambroman* took care of the Canadian service.

The second of the new steamers laid down by the Company was the 11,000 ton *New England*, which was completed in 1898 and joined the *Canada* in the Boston service, for which the 12,000 ton *Commonwealth* was completed in 1900. In the meanwhile the *Canada* had been taken up as a Boer War transport and did not return to the North Atlantic until 1903. The Bibby Line *Derbyshire*<sup>1</sup> had been chartered to make a few voyages on the Boston route during the summer of 1899.

(1) Not the *Lancashire* as has sometimes been stated.

By arrangement between the Dominion Line and the Grand Trunk Railway the *Dominion*, *Vancouver* and *Cambrian* sailed direct between Liverpool and Portland throughout the summer of 1901.<sup>1</sup> In the following autumn the *Vancouver* and *Commonwealth* inaugurated a seasonal service from Boston to the Mediterranean. The latter was one of the largest steamers in the world and her employment in the Liverpool-Boston trade during the slack winter months had proved unremunerative.

The rapid growth of the Dominion Line, and in particular its successful activities in the Boston trade, resulted in its purchase by the International Mercantile Marine Company in 1902, thereby bringing it under the same control as the White Star and several other important North Atlantic lines, all of which retained their separate identities.

Everything pointed to the likelihood of the Dominion Line being expanded still further, and as a first step the Quebec and Montreal service was fully restored in the spring of 1903. In fact, it was considerably augmented as the steamers taking part were the *Canada*, *Dominion* and the 8,600 ton *Southwark* and *Kensington*, which were transferred from the Antwerp-New York service of the allied Red Star Line. At the same time the 13,500 ton *Mayflower* (ex-*Hanoverian*) was acquired from the Leyland Line and replaced the American Line *Merion*, which had been running in the Liverpool-Boston service for about a year. In addition, the 15,000 ton *Columbus* was allotted to the Boston service upon completion in the autumn of 1903. The Dominion Line was now at the peak of its power, but only for a few weeks as it was known that the White Star Line was on the point of taking over the Liverpool-Boston and Boston-Mediterranean services, together with the *Columbus*, *Mayflower*, *Commonwealth* and *New England*, to which White Star names were allotted. In fairness it should be pointed out that the White Star was unquestionably the most important constituent of the I.M.M. group, and enjoyed a reputation second to none.

It can have been but small consolation to the Dominion Line to receive in part exchange two White Star Line cargo steamers, which were given *-man* names. Space does not permit any attempt to describe in detail the activities of these and other *-man* steamers, and it will be sufficient to mention that the survivors of the group that had been running for the Warren Line were transferred to the Dominion Line. The visible result was that the Bristol (Avonmouth)-Canada service was revived in December 1902, sailings taking place to Portland in winter and to Quebec and Montreal in summer. A cargo service between Liverpool and the same ports followed.

The *Vancouver* rejoined the passenger service in 1904, and a year later the *Ottawa* (II), formerly the White Star *Germanic* (built in 1875), was added. She was retained by the Company until 1910.

The Canadian Pacific had entered the North Atlantic trade in

(1) *The Times*, 4/5/01.



1903, and three years later commissioned two "Empress" steamers of over 14,000 tons. It is necessary to refer only briefly to the Dominion Line's reactions to this competition as, owing to the great prestige of the White Star Line, it was decided that the two new steamers, the 15,000 ton *Alberta* and *Albany*, under construction for the Dominion Line, should be placed in service as the White Star *Laurentic* and *Megantic*. They were completed in 1909, were slightly larger but slower than the "Empresses", and introduced a number of new features in their passenger accommodation. In conjunction with the surviving Dominion Line ships they established what became known as the "White Star-Dominion Line Joint Service". The Allan Line, in particular, objected strongly to this entry of the White Star into the Canadian trade, and even threatened to withdraw from the North Atlantic Passenger Conference.

The *Vancouver*, *Southwark* and *Kensington* were scrapped in 1910-11, the *Ottawa* was sold to Turkey and the *Dominion* transferred to other duties, leaving the *Canada* as the only survivor of the Dominion Line passenger fleet. The White Star *Teutonic* joined the *Laurentic*, *Megantic* and *Canada* in 1911, the high speed of these four ships enabling them to maintain a weekly sailing.

The title "Mississippi & Dominion Steamship Company Limited" had survived all the changes described above, although since the turn of the century all but three or four of the ships had been registered in the name of the British & North Atlantic Steam Navigation Company Limited. In *Lloyd's Register* for 1914-15 the entire fleet, including the -man steamers, was shown for the first time under the heading "British & North Atlantic S.N. Co., Ltd. (Dominion Line)".

The *Teutonic* was purchased by the Admiralty soon after the outbreak of World War I in August 1914, and the *Canada* and *Laurentic* were taken up for special duties. Thus, the last of the Dominion Line ships proper was temporarily withdrawn, but the joint name was retained and for a time the service was carried on by the Red Star *Zeeland* and *Vaderland*, which were renamed *Northland* and *Southland* in the spring of 1915. At a later date the *Southland* and *Laurentic* became war casualties.

Two new Dominion Line steamers, the triple-screw *Regina* of 16,500 tons and the twin-screw *Rimouski* of 9,000 tons, were placed in service during the war. The passenger accommodation of the former was not completed at this stage, and in fact she did not enter her intended peacetime service until 1922, being in the meanwhile employed first on trooping duties and after the Armistice on one of the various White Star routes. The *Rimouski*, although used extensively as a troop carrier, was never fitted out as a passenger ship. In 1919 she was detailed to the Liverpool-Quebec-Montreal cargo trade, but later was extensively employed by the White Star.

In 1921 the *Canada*, *Dominion*, *Regina* and the -man steamers were transferred to the ownership of Frederick Leyland

& Co. Ltd., but the change attracted little attention at the time as the "White Star-Dominion" title remained in use for the passenger ships. Several of the *-man* ships were employed on a resumed cargo service between Bristol and Portland or Quebec and Montreal, according to season. Two had been lost during the war. Most of the survivors were scrapped in 1926 or earlier.

The post-war passenger service was carried on until 1922 by the *Canada*, *Megantic* and *Vedic*. The last-named was a passenger-carrying sister ship of the *Rimouski*, and was then replaced by the *Regina*. Finally, the White Star *Doric* joined the service in 1923.

The description "White Star-Dominion Line Joint Service" remained in use until 1926, when "White Star Line (Canadian Services)" was substituted. It was fitting that the *Canada* should have been retired at this time after 30 years of service. Before the close of 1926 the White Star Line was itself subjected to a major reorganisation and was acquired by the Royal Mail Steam Packet Company, but that is a story for another chapter.

1. 1870 *St. Louis*  
1,827. 301×35. S-1-2. I-S-C2-10 (Clover). (Cabin 50; III-500). 1870 (6/10) M/V Liverpool-New Orleans. 1872 (12/6) F/V Liverpool-Quebec-Montreal (only Canadian voyage). 1882 sold; new compound engines. 1889 became *Cheang Chew* (Singapore).
2. 1870 *Crescent City*  
2,017. 316×35. S-1-2. I-S-C2-10 (McMillan). 1870 (10/11) M/V Glasgow-Liverpool-New Orleans. 1871 (8/2) wrecked at Galley Head (Eire).
3. 1871 *Memphis*  
2,485. 327×38. S-1-2. I-S-C2-11 (McMillan). (Cabin 80; III-600). 1871 (18/11) M/V Liverpool-New Orleans. 1872 (3/7) F/V Liverpool-Quebec-Montreal. 1872-79 mainly Canadian service in summer; New Orleans in winter. 1879 (25/2) wrecked near Corunna.
4. 1872 *Mississippi*  
2,159. 320×35. S-1-2. I-S-C2-11 (McMillan). (Cabin 80; III-600). 1872 (4/5) M/V Liverpool-Quebec-Montreal (first Canadian sailing of Line). 1874 (20/4) went ashore near Cape Florida; refloated. 1874 onwards mainly Canadian service; 1883 onwards Avonmouth-Canada service. 1888 became *Sicilia* (British).
5. 1872 *Vicksburg*  
2,484—details as (3). (Cabin 80; III-600). 1872 (7/6) M/V Glasgow-Quebec-Montreal. 1872 (27/7) F/V Liverpool-Quebec-Montreal. 1872 (8/8) went ashore in St. Lawrence River; refloated. 1874 onwards Canadian service (Boston/Portland in winter). 1875 (1/6) sunk in collision with iceberg near Newfoundland (47).
6. (1872) *Belgian*  
(1873) *Missouri*  
2,259. 280×38. C-1-3. I-S-GO2-10 (Caird). Built 1855 as *Hammonia* ("Hapag") (*q.v.*). 1864 became *Belgian* (Allan) (*q.v.*). 1872 (3/9) F/V Liverpool-New Orleans. 1873 (5/2) F/V as *Missouri* ditto (third voyage). 1873 (30/4) F/V Liverpool-Quebec-Montreal (1 R/V). 1873 (1/10) wrecked on Bahamas (0).



7. 1872 *Texas*  
2,372. 325×36. S-1-2. I-S-C2-11 (McMillan). (Cabin 80; III-600). 1872 (11/12) M/V Liverpool-Boston-Portland. 1873 (16/4) F/V Liverpool-Quebec-Montreal. 1873-79 mainly Liverpool-Quebec-Montreal. 1894 (4/6) wrecked near Cape Race (0).
- 7a. (1872) *Lord Clive (c)*  
3,386. 381×40. S-1-4. I-S-C2-12 (Evans). Built 1871. 1872 (14/9) F/V Liverpool-Quebec-Montreal. 1872 (6/11) F/V Liverpool-Boston-Portland. 1873 (9/7) L/V ditto. 1875 ran for American Line (*q.v.*).
- 7b. (1873) *Palestine (c)*  
2,867. 352×36. C-1-3. I-S-C2-10 (Steele). Built 1858 for Cunard (*q.v.*). 1873 (26/3) F/V Liverpool-Boston-Portland. 1873 (14/5) F/V Liverpool-Quebec-Montreal.
8. (1873) *Quebec*  
2,138. 318×36. C-1-3. I-S-C2-12 (Smith). Built 1864; ex-*City of Dublin* (Inman) (*q.v.*). 1873-82 Liverpool-Quebec-Montreal. 1883 onwards from Avonmouth. 1888 became *Nautique* (French). 1890 foundered in N. Atlantic.
9. 1874 *Dominion (I)*  
3,176. 335×38. S-1-3. I-S-C2-11 (McMillan). (Cabin; III). 1874 (29/4) M/V Liverpool-Quebec-Montreal. 1883-94 Avonmouth service. 1890 triple exp. engines. 1895 sold; 1896 (4/1) wrecked at Berehaven.
10. 1874 *Ontario*  
3,175. 336×38. S-1-3. I-S-C2-11 (McMillan). (Cabin; III). 1874 (15/7) M/V Liverpool-Quebec-Montreal. 1885-94 Avonmouth service. 1896 scrapped.
11. (1876) *Borussia*  
2,131. 280×38. C-1-3. I-S-C2-10 (Caird). Built 1855 for "Hapag" (*q.v.*). 1876 F/V Liverpool-New Orleans. 1878 (14/7) F/V Liverpool-Quebec-Montreal (1 R/V). 1879 (2/12) foundered at sea (165).
12. (1876) *Bavaria*  
2,259. 280×38. C-1-3. I-S-C2-10 (Caird). Built 1857; ex-"Hapag" (*q.v.*). 1876 F/V Liverpool-New Orleans. 1877 (6/2) burnt at sea *en route* New Orleans-Liverpool (0).
13. (1877) *Teutonia*  
2,546. 296×39. C-1-3. I-S-C2-10 (Caird). Built 1857; ex-"Hapag" steamer (*q.v.*). 1877 F/V Liverpool-New Orleans. 1880 (2/4) F/V Liverpool-Halifax-Portland. 1880 (13/5) F/V Liverpool-Quebec-Montreal. 1882 became *Regina* (Francesco Costa) (Italian). 1889 *Piemontese* (ditto). 1890 *Regina* (ditto). 1891 *Mentana* (Schiaffino) (Italian). 1894 scrapped.
14. (1879) *Brooklyn*  
4,215. 400×42. C-1-3. I-S-C2-13 (Tod & McGregor). Built 1869 as *City of Brooklyn* (Inman) (*q.v.*). 1879 (20/6) F/V Glasgow-Quebec-Montreal; subsequent voyages from Liverpool. 1885 (8/11) wrecked on Anticosti Island (0).
15. 1879 *Montreal*  
3,308. 329×39. S-1-3. I-S-C2-12 (Connell). (Cabin; III). 1879 (27/10) M/V Glasgow-Liverpool-New Orleans. 1880 (23/4) F/V Liverpool-Quebec-Montreal. 1889 (4/8) wrecked on Belle Isle (0).
16. 1879 *Toronto*  
3,316. Ditto. (Cabin; III). 1879 M/V Liverpool-Quebec-Montreal. 1894 (3/8) L/V Liverpool-Quebec-Montreal. 1894 became *Pina* (Italian). 1897 scrapped.

17. 1880 *Ottawa* (I)  
3,712. 359×40. S-1-4. I-S-C2-12 (Connell). 1880 (22/11) wrecked at Cape La Roche (0).
18. 1882 *Sarnia*  
3,728. 361×40. S-1-4. I-S-C2-12 (Connell). (Cabin; intermediate; III). 1882 (7/9) M/V Liverpool-Quebec-Montreal. 1894 (28/9) L/V ditto (when 2 masted). 1896 sold to Furness Withy (*q.v.*). 1897 scrapped in Italy.
19. 1883 *Oregon*  
3,672. Ditto. (Cabin; intermediate; III). 1883 (15/3) M/V Liverpool-Halifax-Portland. 1895 (19/6) L/V Liverpool-Quebec-Montreal (when 2 masted). 1896 sold to Furness Withy (*q.v.*). 1897 scrapped in Italy.
- ——— *Vancouver* (I)  
5,202. (Did not run for Company; see Inman Line *City of Chicago*.)
20. 1884 *Vancouver* (II)  
5,141. 431×45. S-2-4. I-S-C3-14 (Connell). (Cabin; II; III). 1884 M/V Liverpool-Quebec-Montreal. 1893 triple exp. engines; 1 funnel. 1896 (Aug.) collision with *Lake Ontario* (Beaver); both damaged. 1902-03 Boston-Mediterranean service. 1904 Liverpool-Quebec-Montreal; 1905 onwards only occasional voyages. 1910 scrapped.
21. 1891 *Labrador*  
4,737. 401×47. S-1-4. S-S-T3-15 (Harland & Wolff). (I-100; II-50; III-1,000). 1891 (20/8) M/V Liverpool-Quebec-Montreal. 1899 (1/3) wrecked on Skerryvore (0).
- ——— *Hamilton*  
3,617. (Did not run for Company.) Built 1869 as *Nevada* (Guion) (*q.v.*).
- 21c. (1894) *Mariposa* (c)  
5,305. 421×48. S-1-3. S-2S-T6-13 (Armstrong Mitchell). Built 1891; owners Elder Dempster (*q.v.*). 1894 (7/9) F/V Liverpool-Quebec-Montreal. 1895 (27/9) wrecked in St. Lawrence River (7th R/V) (0).
22. 1895 *Scotsman*  
6,041. 471×49. S-1-4. S-2S-T6-13 (Harland & Wolff). (I-100; II-130; III). 1895 (28/11) M/V Liverpool-Halifax-Portland. 1899 (21/9) wrecked Straits of Belle Isle (13).
23. 1896 *Canada*  
8,806. 500×58. S-1-2. S-2S-T6-15 (Harland & Wolff). (I-200; II-200; III-300). 1896 (1/10) M/V Liverpool-Quebec-Montreal (2 R/V). 1896 (23/12) F/V Liverpool-Boston. 1899 (Nov.)-1902 (autumn) transport service to S. Africa. 1903 (19/3) Liverpool-Halifax-Boston (tonnage 9,413). 1903 (22/4) Liverpool-Quebec-Montreal. 1914-18 transport service. 1918 (Nov.) F/V after Armistice Liverpool-Portland (Cabin 463; III-755). 1926 (13/8) L/V Liverpool-Quebec-Montreal. 1926 scrapped in Italy.
- 23d. (1898) *Yorkshire* (c)  
4,269. 401×45. S-1-4. S-S-T3-13 (Harland & Wolff). Built 1889 for Bibby Line. 1898 (21/4) F/V Liverpool-Quebec-Montreal. 1898 (8/9) L/V ditto (5 R/V). 1905 became *Indien* (East Asiatic); 1907 *Estonia* (Russian American) (*q.v.*). 1913 burnt at sea.
24. (1898) *Dominion* (II)  
6,618. 445×50. S-1-4. S-2S-T6-13 (Harland & Wolff). (I-200; II-170; III-750). Built 1894 as *Prussia* ("Hapag") (*q.v.*). 1898 (7/5) F/V Liverpool-Quebec-Montreal. 1911 (spring) onwards only occasional voyages to Canada. 1918 (2/12) F/V after Armistice Liverpool-Portland. 1919 (autumn) onwards cargo only. 1921 (26/2) L/V Liverpool-Portland. 1922 scrapped.



25. 1898 *New England*  
11,394. 550×59. S-1-2. S-2S-T8-16 (Harland & Wolff). (I-200; II-200; III-800). 1898 (30/6) M/V Liverpool-Boston. 1903 (17/9) L/V ditto. 1903 became *Romanic* (White Star) (*q.v.*). 1912 *Scandinavian* (Allan) (*q.v.*). 1923 scrapped.
- 25e. (1899) *Derbyshire* (c)  
6,636. 452×52. S-1-4. S-2S-T6-14 (Harland & Wolff). (I-140). Built 1897 for Bibby Line. 1899 (8/6) F/V Liverpool-Boston. 1899 (31/8) L/V ditto.
26. (1899) *Cambroman*  
6,059. 430×46. S-1-4. S-S-T3-12 (Laird). Built 1892; ran for Warren Line (cargo only). 1899 passenger accommodation fitted (I-100; II; III). 1899 (28/6) F/V Liverpool-Quebec-Montreal. 1902 Boston-Mediterranean service. 1910 scrapped.
27. 1900 *Commonwealth*  
12,097. 578×59. S-1-2. S-2S-T8-16 (Harland & Wolff). (I-250; II-250; III-800). 1900 (4/10) M/V Liverpool-Boston. 1903 (5/11) L/V ditto. 1903 became *Canopic* (White Star) (*q.v.*). 1925 scrapped.
- 27f. 1902 *Merion*  
11,621. 531×59. S-1-4. S-2S-T6-14 (Brown). 1902 (8/3) M/V Liverpool-Boston. 1903 (5/3) L/V ditto. 1903 commissioned by American Line (*q.v.*) for whom built.
28. (1903) *Mayflower*  
13,507. 582×60. S-1-4. S-2S-T6-15 (Hawthorn Leslie). Built 1902 as *Hanoverian* (Leyland) (*q.v.*). 1903 (9/4) F/V Liverpool-Boston. 1903 (22/10) L/V ditto (7 R/V). 1903 became *Cretic* (White Star) (*q.v.*). 1923 *Devonian* (Leyland) (*q.v.*). 1929 scrapped.
- 28g. (1903) *Kensington*  
8,669. 480×57. S-1-4. S-2S-Q8-14 (Thomson). Built 1894 for American Line (*q.v.*). 1903 (29/4) F/V Liverpool-Quebec-Montreal. 1910 scrapped in Italy.
- 28h. (1903) *Southwark*  
8,607. Ditto. (Denny). Built 1893 for American Line (*q.v.*). 1903 (13/5) F/V Liverpool-Quebec-Montreal. 1911 scrapped.
29. 1903 *Columbus*  
15,378. 570×68. S-1-4. S-2S-Q8-16 (Harland & Wolff). (I; II; III). 1903 (1/10) M/V Liverpool-Boston (2 R/V). 1903 became *Republic* (White Star) (*q.v.*). 1909 (23/1) sunk in collision with *Florida* (Ll. Italiano) (0).
30. (1905) *Ottawa* (II)  
5,008. 455×45. S-2-4. I-S-T3-15 (Harland & Wolff). Built 1875 as *Germanic* (White Star) (*q.v.*). 1905-09 Liverpool-Quebec-Montreal. 1910 became *Gul Djemal* (Turkish). 1928 (approx.) name amended to *Gulcemal*. 1950 scrapped.
31. (1922) *Regina*  
16,313. 575×68. 2-2-C. S-3S-T8 & ST-15 (Harland & Wolff). (Cabin 600; III-1,700). Completed 1918 as cargo steamer. 1922 (16/3) F/V as passenger steamer, Liverpool-Halifax-Portland. 1929 became *Westernland* (Red Star) (*q.v.*). 1935 ditto (Bernstein Red Star) (*q.v.*). 1939 ditto (Holland America) (*q.v.*). 1943 purchased by British Admiralty. 1947 scrapped.

FUNNEL: Red with white band; black top.

FLAG: (a) Red; blue ball in large white diamond.  
(b) Red pennant; blue ball in small white diamond.

## Chapter 73

1871-1934

## WHITE STAR LINE

(BRITISH)

THE White Star Line of sailing packets to Australia was purchased in 1867 by Mr. T. H. Ismay, who had been running a fleet of sailing ships to the west coast of South America and the Caribbean, and in 1864 had become a director of the National Steam Navigation Company Limited, trading between Liverpool and New York. A year or so after the purchase Mr. Ismay came into contact with a Mr. Schwabe, a Liverpool financier and the uncle of Mr. G. W. Wolff, of Harland & Wolff, the Belfast shipbuilders. Mr. Schwabe offered to assist in raising the capital to start a new line of steamers provided the ships were built by his nephew's firm, and following a series of discussions the OCEANIC STEAM NAVIGATION COMPANY LIMITED was founded on September 6th 1869. From earliest days it was invariably known as the WHITE STAR LINE.

Four ships of the largest size and power were ordered from Harland & Wolff, the number soon being increased to six. It is probable that they were always intended to operate on the North Atlantic, but the public made up its mind from the first that they were designed for the Australian trade.

The first of the ships, the 3,707 ton *Oceanic*, was launched on August 27th 1870, and a contemporary account described her as "designed for the White Star Line of Australian packets".<sup>1</sup> She was an iron screw steamer with many novel features, one of the most important being her compound engines, the first permanent examples of which had appeared on the North Atlantic only a year previously. Steam pressure jumped from the 30lb. of the Inman *City of Brussels* to 65lb. per square inch. Daily coal consumption at 14 knots was under 60 tons as compared with the Inman ship's 110. Hitherto all North Atlantic steamers had followed the sailing ship tradition of placing first class passengers right aft. This was reasonable enough as long as paddles remained the means of propulsion, but with high-powered screw ships vibration aft became a serious factor. The new Company, therefore, broke with the past by placing the first class dining saloon and cabins amidships.

The *Oceanic's* ratio of length to beam—10 to 1 instead of the then usual 8 to 1—was distinctive but has been overstressed, as the vogue for long ships was comparatively short-lived, and the generally accepted notion that the White Star pioneers were the first ships with the increased ratio is incorrect. Innovations as regards passenger accommodation were more original and lasting. The then customary narrow deckhouses and high bulwarks were replaced by an iron

(1) *Mitchell's Maritime Register*, 2/9/70.



promenade deck with open railings. Cabins were nearly double the usual size and almost every one had a porthole. The portholes themselves were much larger than any previously known on the North Atlantic. The saloon extended the full width of the ship. The total effect of these changes was to give an impression of lightness and airiness. Minor improvements were electric bells in the cabins and the provision of a separate chair for each passenger in the dining saloon.

The *Oceanic* left Liverpool for New York on March 2nd 1871. The early stages of the voyage were marred by overheated bearings, making it necessary for her to put in at Holyhead, but she then made a fast run via Queenstown (Cobh). Her owners had announced that she was intended to break the Atlantic speed record. In this they were disappointed, and after a few voyages she went back to Belfast for alterations which increased her boiler power and coal stowage.

The second ship, the *Atlantic*, entered service in June 1871, followed by the *Baltic* in September. The latter had been launched on March 8th as the *Pacific*,<sup>1</sup> the name having in the meanwhile been hurriedly changed in view of the disaster that befell the Collins liner *Pacific* in 1856. The *Baltic* incorporated the changes that experience with the *Oceanic* had shown to be desirable. The *Republic*, so named because she was launched on Independence Day, July 4th 1871, completed the first group of four ships. The last pair, the *Adriatic* and *Celtic* (laid down as the *Arctic*), were 17 feet longer than their predecessors and were lighted by gas generated from oil. Fractures in the piping were, however, caused by the "working" of the ships, and after a short trial the customary oil-burning lamps were substituted.

At a later date Harland & Wolff engined their own ships. At this stage they lacked the necessary facilities, the contracts for the engines of the six ships being shared by Maudslay, Sons & Field of London and Geo. Forrester & Co. of Liverpool. It should be added that the name *Arctic*, as well as *Pacific*, was abandoned because of tragic Collins Line associations.

In May 1872 the *Adriatic* set up a new westward record, and in the following January the *Baltic* a new eastward one, as the first ship to cross at over 15 knots. During 1873 the "*Oceanics*" averaged 11·8 knots westbound and 13·4 eastbound—at least half a knot faster in each direction than their nearest rivals, Cunard and Inman.

By the autumn of 1872 all six "*Oceanics*" were in service, but only five were required to maintain a weekly sailing to New York. Two smaller 12 knot ships, the *Gaelic* and *Belgic*, had been ordered, and the *Tropic* and *Asiatic*, laid down for other owners, had been bought on the stocks. It was clear, therefore, that the Company was planning to extend its operations, but those who foresaw a White Star steamship service to Australia were soon disillusioned. Instead, Ismay set out to break the Pacific Steam Navigation Company's

(1) *Mitchell's Maritime Register*, 10/3/71.

monopoly of the steam traffic to Chili and Peru. The *Republic* took the first sailing in October 1872; the new vessels and chartered tonnage followed. The *Atlantic* was scheduled to sail for South America in January 1873, but unfortunately for herself this sailing was cancelled.

The new company met its first disaster on April 1st 1873. The outward-bound *Atlantic* had encountered such bad weather that she ran short of coal. Her captain, therefore, decided to make for Halifax, but she went on the rocks outside that port in appalling weather conditions. The ship was clearly doomed and 585 lives were lost out of about 900 passengers and crew. Had not her boatswain heroically swum through the raging surf carrying a lifeline ashore it is doubtful whether there would have been any survivors. As it was, the loss of life was the heaviest to date of any North Atlantic shipping disaster.

The steamship service to South America was abandoned at the end of 1874, but for many years subsequently the Company's sailing ships were employed on the route. The *Asiatic* and *Tropic* were sold. During the second half of 1874 the *Gaelic* and *Belgic* were engaged in a service between London (Victoria Docks) and New York.

The *Oceanic* and her sisters were so far ahead of other North Atlantic vessels that the Inman and Cunard companies were obliged to take counter measures. Inman's redesigned their latest ship and ordered three new steamers on *Oceanic* lines. Cunard placed orders for two larger but slower steamers. Having declared that they would operate the largest and fastest steamers on the New York run the White Star felt compelled to lay down two new and still better ships, even though their original group had barely been completed. The new vessels, the 5,000 ton *Britannic* and *Germanic*, were two-funnellers, but in essentials only improved editions of the *Oceanic*. Speed was increased by rather over  $1\frac{1}{2}$  knots; daily coal consumption rose to just over 100 tons.

An interesting innovation was tried in the *Britannic*. The normal position of her propeller was so low that the centre line was barely above the keel, and the machinery was raked aft in order to keep the shaft in line. The purpose of this was to increase thrust and reduce the tendency of the propeller to race when the ship was pitching. A universal joint in the shaft allowed the propeller to be lifted into the orthodox position when the ship was in shallow water. The arrangement was a failure and after a few months the *Britannic* had to go back to Belfast for reconstruction. The *Germanic* was built on orthodox lines and quickly settled down to recover the eastward record from the Inman *City of Berlin*. Back in service, the *Britannic* showed herself to be rather the faster of the pair. For the first time the Queenstown-New York crossing was made in  $7\frac{1}{2}$  days, and the average passage time of the White Star fleet reduced by nearly a day. The ships' record-making passages were at speeds of about  $15\frac{3}{4}$  knots, but they became faster with age until, in the early 1890's, they made some 16 knot crossings, although by then they were outpaced by newer vessels.



Six ships were more than ample for a weekly service to New York, so the coming of the "*Britannics*" rendered one of the "*Oceanics*" redundant. Employment had also to be found for the *Gaelic* and *Belgic* from the unprofitable London service. These two ships and the *Oceanic* were, therefore, chartered in 1875 to the Occidental & Oriental Steamship Company to run between San Francisco and Hong Kong.

Although the "*Britannics*" lost the speed record within three or four years, the White Star remained the fastest transatlantic service for 12 years. The slumbering Cunard giant, however, finally awoke, and when the *Umbria* and *Etruria* joined its fleet the White Star reign was over. The Company was to have two more outstanding fast ships, but never again the fastest fleet.

The year 1876 was a thoroughly bad one on the North Atlantic. The White Star and Inman Lines were unhampered by any mail contract and were able to reduce their working expenses by agreeing that each should despatch only three ships every five weeks. In the following year the two companies were allowed to share the mail contract with the Cunard Line. Successive changes in the White Star sailing schedule then followed to avoid clashing with Inman's, but in 1887 the White Star settled down to weekly departures on Wednesdays.

The 4,400 ton *Arabic* (I) and *Coptic* were completed in 1881 for the San Francisco-Hong Kong trade, but made a few Atlantic voyages before setting out on the long trip to the Pacific via the Suez Canal. The *Arabic* returned to the North Atlantic at a later date. A slightly larger pair, the *Ionic* and *Doric*, were completed two years later and proceeded straight into the New Zealand service, which the White Star inaugurated jointly with Shaw, Savill & Albion. All four were of steel, and besides being rather slower than the "*Oceanics*" had reduced passenger accommodation.

Towards the end of the 1880's the Company ordered its first purely cargo steamers, the so-called "cattle boats", with special facilities for handling live cattle. The 4,700 ton *Cufic* and *Runic* are believed to have been the first ships designed for the traffic. They were also the first White Star ships to be fitted with triple-expansion engines, and their performance was closely watched in view of the forthcoming introduction of this system in the new passenger ships then under construction. The *Cufic* and *Runic* were very successful ships, and by 1895 six similar but increasingly large versions had been built, namely, the *Nomadic*, *Tauric*, *Bovic*, *Naronic*, *Cevic* and *Georgic*, which differed from the earlier pair in that they were fitted with twin screws. The *Georgic* had a tonnage of over 10,000 and was built to replace the *Naronic*, which had disappeared at sea in February 1893. All of them traded between Liverpool and New York.

Partial renewal of the passenger fleet was now long overdue, and became urgent when the newly-revived Inman Line came out with the first of two twin-screw 10,000 tonners. The *Teutonic* of similar size appeared in August 1889, followed by the *Majestic* (I) during the





1929                      *Statendam*                      29,511 tons

Lost 1940 during German invasion of the Netherlands. A predecessor of the same name was lost during World War I. (84-33)

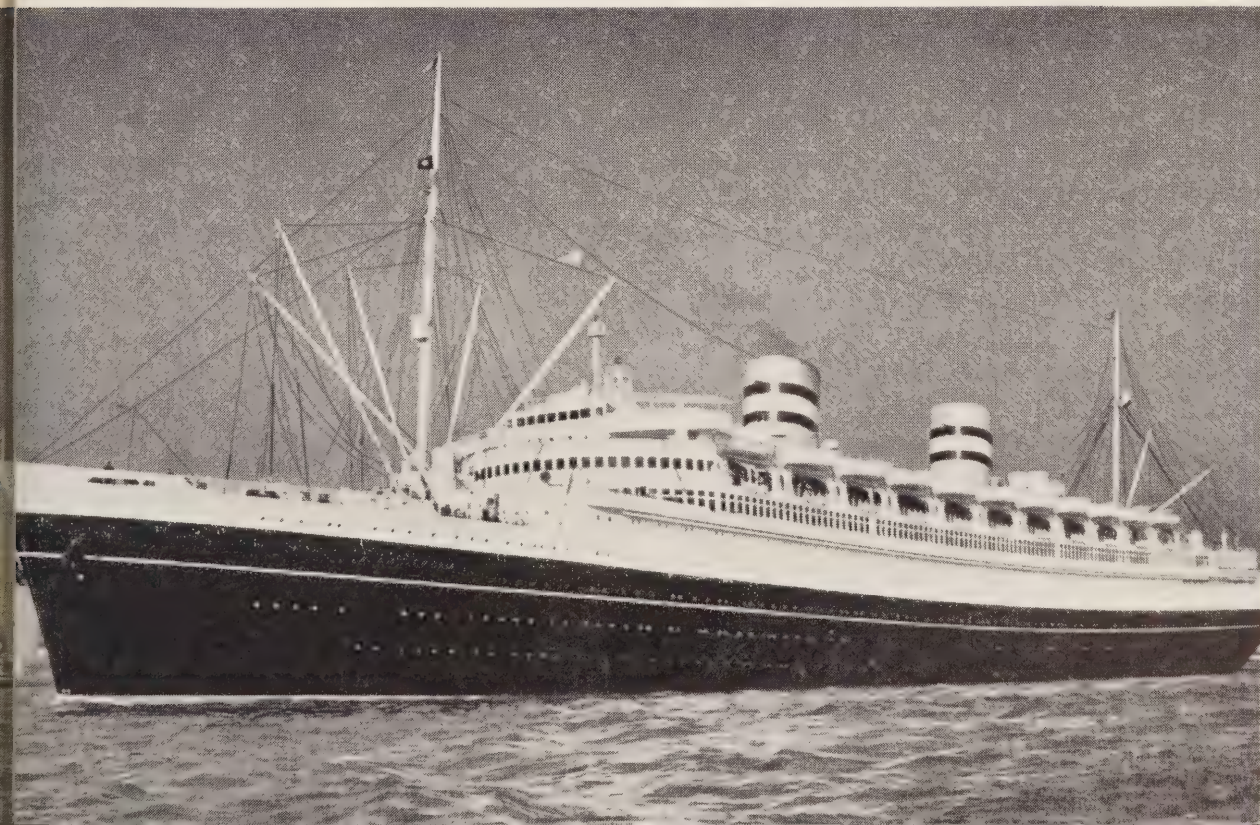
HOLLAND AMERICA LINE

*facing page 256*

1938                      *Nieuw Amsterdam*                      36,287 tons

The flagship of the Holland America Line. Carried large numbers of Allied troops during World War II. (84-34)

HOLLAND AMERICA LINE







1951

*Ryndam*

15,015 tons

The first Holland America ship of post-World War II design.  
Was laid down as the cargo steamer *Dinteldyk*.

(84-40)

HOLLAND AMERICA LINE

*facing page 257*

1952

*Maasdam*

15,024 tons

Sister ship of *Ryndam* (above). Carries 39 first class and 842  
tourist passengers.

(84-41)

HOLLAND AMERICA LINE



coming spring. In capabilities there was nothing to choose between either pair, although outwardly they were very dissimilar. The "*Teutonics*" were long ships with rather less tonnage than the "*Cities*", and were built along strictly utilitarian lines. A new development was the abandonment of sail power. Gross tonnage was virtually double that of the *Britannic*. It should be added that the "*Teutonics*" were the first North Atlantic liners to be built to Admiralty requirements for use as armed cruisers in times of war, and on this account the Company was paid a special retaining fee. The *Majestic* never succeeded in gaining the "Blue Riband", but the *Teutonic* made a crossing at 20.35 knots in August 1891 and this remained a record for about a year.

Apart from the cattle steamers no further White Star tonnage appeared until 1898, when the *Cymric* was commissioned. She was laid down as a larger version of the *Georgic*, herself the largest cargo and cattle steamer in the world, but with the important difference that she was fitted with accommodation for about 100 first class passengers. The idea of carrying passengers as well as cattle—a practice then much in favour with some lines—was becoming unpopular, with the result that at the last minute it was decided that the *Cymric* should cater for cargo and human beings only. In consequence, much of the space originally intended for cattle was turned into steerage accommodation.

The commissioning of the "*Teutonics*" had, in effect, made it possible to dispense with the "*Oceanics*", but the *Adriatic* was retained on the North Atlantic as a reserve steamer until 1897. The *Britannic* and *Germanic* were also long past their prime. By the closing years of the century the Company's tonnage problems were becoming desperate, although the only other important survivor of the Liverpool-New York trade was the Cunard Line.

The outstanding North Atlantic steamer of the 1890's was the Norddeutscher Lloyd record-breaker *Kaiser Wilhelm der Grosse*, which was completed in 1897 and gave evidence from the first that she was capable of a speed considerably in excess of 22 knots. It is unlikely that the "*K.W.D.G.*" had much influence on the design of the new "express" steamer which the White Star had contemplated for so long, and which was launched in January 1899 as the *Oceanic* (II). It is highly probable, however, that the *Oceanic* was laid down with the intention of capturing the speed record, and as soon as it was realised that to do this a speed of at least 23 knots would be required it was decided to abandon the idea of regaining the "Blue Riband". On her maiden voyage, in September 1899, she crossed at an average speed no greater than 19½ knots. She had a tonnage of 17,300, a length of 686 feet and was the first steamer to exceed the *Great Eastern* in length, although she fell slightly behind in the matter of tonnage. Her outstanding feature was the comfort of her accommodation in all classes.

The *Oceanic* marked a turning point in White Star policy, and



the fact that she fell some way short of being a record-breaker in no way affected her popularity. On the contrary it rather enhanced it as experienced travellers were getting sceptical of high speed. It was a well-known fact that the German greyhound and her successors vibrated excessively, and were having a number of minor mishaps which in some cases considerably prolonged their crossings and occasionally put them out of action for weeks on end. Moreover, it was their owners' policy to drive them at their maximum speed whatever the weather conditions and this did not make for comfortable travel. The White Star decided in the case of the *Oceanic* and her successors to make comfort their first consideration. To this end they built ships of great size and exceptional steadiness, with no more than moderate speed.

Another event of 1899 requires brief mention although it was not related to the North Atlantic. During the year the 12,000 ton *Medic* opened the first White Star steamship service to Australia, and was followed by four sister ships. They proceeded via the Cape of Good Hope.

The 21,000 ton *Celtic* and *Cedric* were completed in 1901 and 1903 respectively. Although nearly 4,000 tons larger than the *Oceanic* they were 5 feet shorter, a considerably greater beam being the chief reason for the tonnage increase. In spite of being the largest ships in the world they were really "intermediate" steamers with a speed of 16 knots. They had a large cargo capacity and accommodation for over 2,000 passengers in three classes, including a number of single berth cabins in the first class.

Several of the White Star fleet had served as transports during the Boer War, one of the most successful being the *Britannic* with at least 11 round voyages to South Africa to her credit. At the conclusion of hostilities she was sent to Belfast for re-engining, but at the last moment it was decided that her moderate tonnage in comparison with more modern ships made the heavy cost of these alterations uneconomical, and instead she was sold in 1903 to a German firm of shipbreakers. Her sister ship, the *Germanic*, had been fitted with triple-expansion engines in 1895. Four years later she had met with a curious accident at her berth in New York harbour. The snow and ice that had accumulated on her decks and upperworks during a particularly severe voyage caused her to heel over and sink. No structural damage was done and she was back in service within three or four months. In 1905 she became the Dominion Line *Ottawa*.

The outstanding shipping event of 1902 was the formation of the International Mercantile Marine Company, which succeeded the International Navigation Company, the owners of the American Line. The capital of the new concern was increased from £3,000,000 to £24,000,000 to enable many important purchases to be made. These included the entire share capital of the White Star Line and the business of Ismay, Imrie & Co., the managers of the Line. This meant, in effect, that the Company became American-owned, but

there was never any intention of transferring the ships to the American flag so that the arrangements for converting certain of the ships into British auxiliary cruisers in times of war were not affected. Nevertheless, the sale to America of one of the best-known steamship companies was a sad blow to British pride.

One of the first visible results of the I.M.M. merger was that the White Star took over the Dominion Line's Liverpool-Boston service and their Boston-Mediterranean service. This was bad luck for the Dominion Line, but was a sound move as White Star prestige stood very high. The four largest Dominion steamers went with the services and were given White Star names—*Canopic*, *Cretic*, *Republic* (II) and *Romanic*, the last-named taking the first sailing from Liverpool to Boston in November 1903. The itinerary of the Mediterranean service was Boston-Azores-Gibraltar-Naples-Genoa and *vice versa*, but in due course New York became the American terminal in place of Boston.

Some months previously the Leyland Line had withdrawn their newly-established Liverpool-New York service, but the 8,800 ton *Victorian* and *Armenian*, both of which had accommodation for 60 passengers, joined the White Star Liverpool-New York service during the greater part of 1903, their accommodation being described as second class. Shortly afterwards the Leyland *European* and *American* were transferred to the White Star, who renamed them *Tropic* and *Cufic* and detailed them to the Australasian trade. In return, the White Star transferred the cargo steamers *Nomadic* and *Tauric* to the Dominion Line.

A further White Star acquisition was the Atlantic Transport *Minnewaska*, the fourth of a series of ships carrying first class passengers only and cargo. She was taken over on the stocks, renamed *Arabic*, and completed as a three class ship. She made her first sailing from Liverpool to New York in February 1903.

Owing to the success of the *Celtic* and *Cedric*, a third of the class, the *Baltic*, was laid down in September 1902—before even the name "International Mercantile Marine Company" had been announced—and was a sure indication that the White Star was to become the "show piece" of the group. The *Baltic* was 28 feet longer than the earlier pair and had a tonnage of nearly 24,000. There has always been rather a mystery about the fourth of the "Big Four", the *Adriatic*, whose construction was announced in December 1903 although she was not commissioned until 1907. A popular belief existed at the time that the Hamburg American *Amerika*, completed by Harland & Wolff in 1905, had been laid down as the *Adriatic*, and this is a likely explanation, particularly as the Hamburg American Line was on intimate terms with both the I.M.M. and Harland & Wolff.

A rumour circulated in 1902—at the time when the I.M.M. was being formed—that the *Teutonic*, *Majestic* and *Oceanic* were henceforth to be despatched from Southampton instead of Liverpool, but



this was denied and the man in the street heard no more of the matter until 1907, when the three steamers mentioned, together with the *Adriatic*, inaugurated a new White Star service from Southampton to New York via Cherbourg. The *Adriatic* took the first sailing on June 5th, but was not the first White Star ship to be employed on the route as a few weeks previously the *Celtic* had made two round voyages for the American Line, largely in order that the White Star might gain some valuable advance experience.

The Dominion Line had been engaged in the Liverpool-Quebec-Montreal trade since 1872. The five principal units of their fleet were all at least ten years old, and in consequence two much larger ships were laid down as the *Alberta* and *Albany*. However, as White Star prestige stood so high these newcomers were launched as the White Star *Laurentic* and *Megantic*, the intention being that they should inaugurate a new White Star service to Canada in conjunction with the Dominion Line. The style "WHITE STAR-DOMINION LINE JOINT SERVICE" was applied. The ships had a tonnage of nearly 15,000, and were the largest in the Canadian trade. The policy of producing large, comfortable ships of moderate speed was continued and no attempt was made to rival the speed exploits of the Canadian Pacific "*Empresses*".

There was an interesting difference between the *Laurentic* and the *Megantic*. The latter was fitted with quadruple-expansion engines of conventional design driving twin screws. The *Laurentic* was a triple-screw steamer. The two outer screws were driven by triple-expansion engines, whose exhaust steam was used to drive a low-pressure turbine connected to the centre screw. The performances of the ships were studied closely in order to determine what motive power should be used for the mammoth White Star liner that had been laid down at Belfast in December 1908—some little time before the new Canadian liners were placed in service. The Harland & Wolff combination of turbine and reciprocating engines proved to be a great success, and the same principle was adopted for the new liner, the *Olympic*.

The third White Star disaster took place in 1909 when the *Republic* was sunk in collision off the American coast. Her passengers and crew were rescued by the *Baltic*, which was summoned to her assistance by wireless telegraphy. It was the first demonstration of the value of wireless as a life-saving device at sea.

The triple-screw *Olympic* was launched at Belfast in October 1910, and took her first sailing from Southampton on June 14th 1911. Her passage from land to land occupied 5 days 16 hours, the average speed being a little over 21 knots. Like the *Lusitania* and *Mauretania* she had four funnels, the aftermost one being a dummy. Her tonnage was 45,324, and she exceeded the *Celtic* in length by 171 feet and the *Mauretania* by 90 feet. She was a perfect example of the White Star policy of great size and extreme comfort combined with moderate speed.

Three months after her maiden voyage the *Olympic* met with a serious mishap in the Solent when she came into collision with H.M.S. *Hawke*, whose bow tore a large hole in the liner's side near the stern. Fortunately there were no fatalities on either ship, but the *Olympic* had to proceed to Belfast for repairs.

A sister ship, the *Titanic*, set out on her maiden voyage from Southampton to New York on April 10th 1912 with 1,310 passengers and 898 crew. The disaster that befell her just over four days later is still so well known that it need only be stated that the *Titanic* sank 2½ hours after striking an iceberg and that 1,503 lives were lost in what was by far the worst peacetime disaster at sea. Radar would have prevented the disaster; wireless should have mitigated it, but by a stroke of bad luck failed to do so.

The White Star Line did all they could to regain their good name. During the autumn of 1912 the *Olympic* was sent to Belfast for drastic safety-first alterations, which included the provision of a complete inner skin and a greatly increased number of lifeboats. The cost was about £250,000. The tonnage of the ship was increased by 1,000.

It had been intended that the Southampton–Cherbourg–New York service should be carried on by the *Titanic*, *Olympic* and *Oceanic* until the last-named could be replaced by a third mammoth ship. The *Adriatic* had already joined the *Baltic*, *Cedric* and *Celtic* on the Liverpool–New York service, and the *Teutonic* had joined the *Laurentic*, *Megantic* and the Dominion Line's *Canada* on the "White Star-Dominion" service to Canada. The loss of the *Titanic* made it necessary for the *Majestic* to continue in the Southampton service. She was, however, withdrawn for scrapping early in 1914, but by this time an improved and slightly larger version of the *Olympic*, the *Britannic* (II), was in an advanced stage of construction having been launched in November 1913. Earlier in the same year the 52,000 ton Hamburg American *Imperator* entered North Atlantic service, thereby wresting from the *Olympic* the distinction of being the largest steamer in the world.

With the return of the *Adriatic* to Liverpool in 1911 the *Arabic* joined the *Cymric* in the Liverpool–Boston service which, since the loss of the *Republic* two years previously, had been undertaken by the *Cymric* and *Zeeland*, the latter being owned by the allied Red Star Line. A year later the *Romanic* of the New York–Mediterranean service was sold, leaving the *Cretic* and *Canopic* to continue a trade that had been seriously affected by the competition of the Italian-owned lines.

Following the outbreak of World War I in August 1914 several of the White Star ships were taken up for special wartime duties. The *Teutonic*, *Oceanic*, *Cedric* and *Celtic* became auxiliary cruisers, and the *Oceanic* was wrecked on the Shetlands in September 1914. The *Teutonic* was purchased by the British Government. It was perhaps fitting that the most spectacular part of all should be played



by the giant *Olympic*. During the early days of the war she made a gallant but unsuccessful attempt to tow into port the battleship *Audacious*, which had struck an enemy mine. After the United States entered the war she carried many thousands of troops across the Atlantic, and on one occasion had the satisfaction of ramming and sinking a German submarine which only a few minutes previously had narrowly missed torpedoing her.

The Southampton-New York service was discontinued at once, but the *Adriatic* and *Baltic* remained to carry on the Liverpool-New York service which, with the aid of the Red Star *Lapland*, was maintained with some pretence of regularity until the convoy system came into operation in the later stages of the conflict. For a time the "White Star-Dominion" service was undertaken by the Red Star *Zeeland* and *Vaderland* which, owing to the latter's German-sounding names, were rechristened *Northland* and *Southland*.

The first White Star loss was the *Arabic*, which was torpedoed by an enemy submarine in August 1915, but by far the most serious was the *Britannic* (II). Completed in 1915 and commissioned as a hospital ship she sank in the Aegean Sea in February 1916 after striking an enemy mine, and was never used on the North Atlantic. The *Cymric* was torpedoed in May 1916, the *Laurentic* was sunk by a mine off the Irish coast in 1917 when carrying a vast cargo of bullion, and the *Georgic* was sunk by a raider. In addition two of the Australian fleet were lost, while the cargo steamer *Cevic* was sunk but subsequently salvaged. Another loss, although not of a ship built for the White Star, was the 32,000 ton *Justicia*, which had been laid down at Belfast as the Holland America *Statendam* and after her completion in 1916 had been handed over to the White Star. The reason for her Cunard-sounding name was that she was originally intended to take the place of the *Lusitania*, but a shortage of officers and crew made this impracticable. The *Justicia* was torpedoed in 1918.

Some idea of the immensity of the White Star contribution to the nation's war effort will be apparent by mentioning that during the course of hostilities the Company's ships carried over half a million troops and over four million tons of cargo.

The surviving units of the Company's North Atlantic fleet at the time of the Armistice were the *Olympic*, *Adriatic*, *Baltic*, *Cedric*, *Celtic*, *Megantic*, *Cretic* and *Canopic*. In addition there were several cargo steamers, the most interesting being the *Belgic*, which at the outbreak of war was under construction at Belfast as the Red Star *Belgenland*. She was hurriedly completed minus her uppermost passenger deck and appeared with two funnels and three masts instead of the three funnels and two masts that she had when she made her first Red Star voyage in 1923. The 9,000 ton *Vedic* was a cargo steamer with accommodation for a large number of third class passengers.

The Liverpool-New York service was restarted soon after the Armistice by the "Big Four", assisted until September 1919 by the

*Lapland* and until 1921 by the cargo steamer *Belgic*. Many cargo steamers of other components of the I.M.M. group took part as and when required, and in the summer of 1920 the 17,000 ton ex-German passenger liner *Mobile* was detailed to the Company by the Shipping Controller for two or three round voyages. The New York-Mediterranean service was resumed by the *Cretic* and *Canopic* in July 1919, while two months later the *Adriatic* and *Lapland* re-established the Southampton-Cherbourg-New York service. The *Lapland* reverted to the Red Star Antwerp-Southampton-New York route in 1920. In July of that year the *Olympic*, after being converted from coal to oil burning, joined the *Adriatic* at Southampton. By this time the post-war set-up was beginning to take shape.

The Company's first acquisition of ex-German tonnage was the N.D.L. *Berlin*, which in September 1921 was commissioned as the *Arabic* (III) and allotted to the Mediterranean service in place of the *Canopic*. Two much more important units were placed in service in 1922, the first being the 34,000 ton twin-screw *Homeric*, laid down as the N.D.L. *Columbus*, and the second the 56,551 ton quadruple-screw *Majestic*, laid down as the Hamburg American *Bismarck*. Not only was she the largest steamship in the world, but she was also by far the largest and fastest ever owned by the White Star, some of her best passages being performed at an average speed of over 24 knots. In her heyday many experts considered that her overall length of 956 feet would never be exceeded, but time has proved them wrong. For several years subsequently the American-owned *Leviathan* was advertised as having a tonnage of nearly 60,000, but a different (and indeed unorthodox) basis of calculation was used and there is no real doubt that the *Majestic* was the larger ship. It may be added that the White Star and Cunard Lines had made a joint purchase of the *Bismarck* and *Imperator* (later the *Berengaria*) from the Shipping Controller in order to avoid outbidding each other. The partnership lasted for about ten years, each line taking full control of its respective ship.

The *Majestic*, *Olympic* and *Homeric* took charge of the Southampton-Cherbourg-New York "express" service for the next ten years. The two last-named, as well as the *Majestic*, had their claims to notability. The *Olympic* was variously described as the largest British-built steamer and the largest triple-screw steamer, while the *Homeric* was the largest twin-screw steamer. In the autumn of 1923 the White Star and Cunard Lines announced that they had come to a joint working agreement for one "express" steamer instead of two to sail each week during the winter months.

After an overhaul the *Adriatic* reverted to the Liverpool service in 1922. In the spring of that year the *Vedic* and *Poland* started a new emigrant service from Bremen, Southampton and Cherbourg to Quebec and Montreal. The *Poland* was really an Atlantic Transport ship, but had been running for the Red Star. At the close of the St. Lawrence River season the American destinations were changed to



Halifax and New York, and the much larger *Pittsburgh* and *Canopic* were substituted. A year later, owing to the rapid recovery of the German lines, the German terminal was changed from Bremen to Hamburg so that the White Star could take over the American Line service that had been running for several years between New York and Hamburg. By 1926 the German recovery was complete, and the White Star withdrew entirely from the German trade.

The Dominion Line's 16,500 ton triple-screw *Regina* made her first sailing as a passenger liner on the Liverpool-Canada service in 1922. She was joined a year later by the twin-screw *Doric*, which was similar except as regards propelling machinery. The *Doric* had geared turbines whereas the *Regina* had a combination of turbines and reciprocating engines on the well-known Harland & Wolff system.

From 1923 onwards a fortnightly call was made at Boston by the "Big Four" on the Liverpool-New York service with the result that the Boston and Philadelphia service was withdrawn in 1924. This had been taken over from the American Line three years earlier and had been maintained by the *Haverford*, assisted for a time by the *Pittsburgh*, both being ex-American Line steamers. In 1924 the New York-Mediterranean service was also abandoned except for two or three special sailings during each subsequent winter. The principal reasons for the withdrawal were the restrictions imposed on foreign shipping by the Italian Government and the U.S. "quota" restrictions.

The Dominion Line's share of the "White Star-Dominion Joint Service" to Canada was withdrawn in 1926. In consequence the description used subsequently was "White Star Line (Canadian Services)".

An announcement was made in April 1926 that the I.M.M. Company had received a cash offer for the White Star Line from certain British interests. It became known later that a syndicate headed by Furness, Withy & Co. Ltd. had been the party concerned, and that the negotiations had been broken off. Only a few months later, in November 1926, the Royal Mail Steam Packet Company announced that they had made arrangements to acquire the whole of the share capital of the White Star Line (Oceanic Steam Navigation Company Limited) as from January 1st 1927. Thus, after an interval of over 20 years the White Star again became a purely British concern.

The R.M.S.P. Company had been running a passenger and freight service between Southampton and New York since 1921, but this, in view of the White Star's major interest in the route, was withdrawn. Two of the "O" steamers that had been taking part were returned to the Pacific Steam Navigation Company and the other two, the *Ohio* and *Orca*, were transferred to the White Star, who renamed them *Albertic* and *Calgaric*. They were employed on the Canadian run.

Four steamers were required to maintain a weekly sailing to Canada. The advent of this new tonnage gave the Company five, and when the 19,000 ton *Laurentic* (II) was commissioned in November 1927 they had two spare ships. In the spring of 1928, therefore, the *Albertic* and *Megantic* were detailed to a new service from

London, Havre and Southampton to Quebec and Montreal, and this remained in operation for four seasons.

The change of ownership of the White Star Line had no noticeable effect on the Southampton–New York service, but in 1928 the keel of a new 60,000 ton liner, the *Oceanic* (III), was laid at Belfast, the intention being that she should take the place of the *Homeric*, which was rather slow for the “express” service. The *Oceanic* never progressed very far, however, and her construction was eventually abandoned. In her place two 27,000 ton motor ships, the *Britannic* (III) and *Georgic* (II), were built and placed in service between Liverpool and New York in June 1930 and June 1932. They were the first British passenger liners on the North Atlantic to be fitted with oil engines, and had a service speed of 18 knots. At the time they were the largest “cabin” steamers in the world. Their appearance was opportune, as the *Celtic* had been wrecked off Cobh in December 1928, and the *Cedric*, *Baltic* and *Adriatic* were all due for retirement.

In 1930, the year of the *Britannic*’s completion, there were a number of minor changes on the Liverpool–Boston–New York service, and it was decided to include Galway as well as Cobh in the itinerary about once a month. In addition Belfast and Glasgow were substituted for Cobh at similar intervals. It may be added that two years previously the Liverpool–Canada steamers had started regular calls at Belfast and Glasgow.

The slump during the early 1930’s produced many problems for the Company, who disposed of the *Arabic*, *Megantic*, *Cedric* and *Baltic*. The *Homeric* and *Doric* were withdrawn from the North Atlantic and employed exclusively on pleasure cruises, several other ships being similarly employed from time to time.

The rival Cunard Line had laid down an 80,000 ton liner in December 1930. Owing to the depression, work was suspended a year later and was not resumed until April 1934. Meanwhile, in February 1934, after endless discussions, an agreement was reached between the Cunard Line, the White Star Line and the British Government whereby the assets of the two concerns were to be merged into a new Company, CUNARD-WHITE STAR LIMITED. The Government, for their part, undertook to advance a vast sum to enable the new ship to be completed and a sister ship to be laid down.

The activities of the combined fleet are dealt with in the Cunard chapter as the Cunard Steam Ship Company Limited now owns the entire share capital of Cunard-White Star Ltd. and has taken over the control of the Cunard-White Star ships and organisation. The description “Cunard-White Star” is no longer used to any great extent, but the White Star houseflag is flown below the Cunard flag on Cunard ships proper as well as on the ex-White Star *Britannic* and *Georgic*, both of which have retained their White Star funnels. The *Georgic* is now owned by the Ministry of Transport, but is managed by the Cunard Line and, from time to time, is chartered by them for North Atlantic service.



1. 1871 *Oceanic* (I)  
3,707. 420 × 41. S-1-4. I-S-C4-14 (Harland & Wolff). (I-166; III-1,000). Launched 1870 (27/8). 1871 (2/3) M/V Liverpool-New York. 1875 (11/3) L/V ditto. 1875 onwards ran on Pacific for Occidental & Oriental S.S. Co. 1896 scrapped on Thames.
2. 1871 *Atlantic*  
3,707. Ditto. Launched 1870 (1/12). 1871 (8/6) M/V Liverpool-New York. 1873 (1/4) wrecked near Halifax (546).
3. 1871 *Baltic* (I)  
3,707. Ditto. Launched 1871 (8/3) as *Pacific*. 1871 (14/9) M/V Liverpool-New York. 1888 (3/5) L/V ditto. 1888 became *Veendam* (Holland America) (*q.v.*). 1898 (6/2) foundered after striking submerged wreck (0).
4. 1872 *Republic* (I)  
3,707. Ditto. Launched 1871 (4/7). 1872 (1/2) M/V Liverpool-New York. 1888 second class added. 1889 (16/1) L/V Liverpool-New York. 1889 became *Maasdam* (Holland America) (*q.v.*). 1902 *Vittoria* (Italian). 1902 *Città di Napoli* (La Veloce) (*q.v.*). 1909 sold; 1910 scrapped.
5. 1872 *Adriatic* (I)  
3,888. 437 × 41. S-1-4. I-S-C4-14 (Harland & Wolff). Launched 1871 (17/10). 1872 (11/4) M/V Liverpool-New York. 1888 second class added. 1897 (17/11) L/V Liverpool-New York. 1899 scrapped at Preston.
6. 1872 *Celtic* (I)  
3,867. Ditto. Laid down as *Arctic*; launched 1872 (8/6). 1872 (24/10) M/V Liverpool-New York. 1887 collision with *Britannic*; both damaged. 1888 second class added. 1891 (4/2) L/V Liverpool-New York. 1891 became *Amerika* (Thingvalla) (*q.v.*). 1898 sold; scrapped.
7. (1873) *Gaelic*  
2,658. 370 × 36. S-1-3. I-S-C2-12 (Harland & Wolff). Launched 1872 for S. American service. 1873 (10/7) F/V Liverpool-New York (2 R/V). 1874 (2/6) F/V London-New York (4 R/V). 1875 San Francisco-Japan-China service. 1883 became *Hugo* (Spanish). 1896 stranded; constructive total loss.
8. (1874) *Belgic*  
2,652. Ditto. Built 1873 for S. American service. 1874 (9/7) F/V London-New York (4 R/V). 1875 San Francisco-Japan-China service. 1883 became *Goefredo* (Portuguese). 1884 wrecked in River Mersey.
9. 1874 *Britannic* (I)  
5,004. 455 × 45. S-2-4. I-S-C4-15 (Harland & Wolff). (I-200; III-1,500). Launched 1874 (3/2). 1874 (30/7) M/V Liverpool-New York. 1887 collision with *Celtic* off Sandy Hook; both damaged. 1899 (16/8) L/V Liverpool-New York; subsequently became Boer War transport. 1903 scrapped.
10. 1875 *Germanic*  
5,008. Ditto. Launched 1874 (15/7). 1875 (20/5) M/V Liverpool-New York. 1895 triple exp. engines. 1899 (16/2) capsized at berth in New York; salvaged. 1903 (23/9) L/V Liverpool-New York. 1904 ran for American Line (*q.v.*). 1905 became *Ottawa* (Dominion) (*q.v.*). 1910 *Gul Djemal* (Turkish). 1915 (3/5) torpedoed by British submarine *E.14* in Sea of Marmora. 1920-21 Mediterranean-New York voyages for Ottoman-America Line (*q.v.*). 1928 (approx.) name amended to *Gulcemal*. 1950 scrapped.
11. 1881 *Arabic* (I)  
4,368. 430 × 42. S-1-4. S-S-C4-13 (Harland & Wolff). 1881 (31/8) M/V Liverpool-New York (3 R/V). 1882 San Francisco-Japan-China service. 1887-88 rejoined Liverpool-New York service. 1888 second class added. 1890 became *Spaarndam* (Holland America) (*q.v.*). 1901 scrapped at Preston.

12. 1881 *Coptic*  
4,448. Ditto. 1881 (16/11) M/V Liverpool–New York (2 R/V). 1882 San Francisco–Japan–China service. 1884 transferred to New Zealand service. 1894 triple expansion engines. 1906 became *Persia*; 1916 *Persia Maru* (Toyo Kisen Kaisha). 1926 scrapped.
13. 1889 *Teutonic*  
9,984. 566 × 58. S-2-3. S-2S-T6-19 (Harland & Wolff). (I-300; II-190; III-1,000). 1889 (7/8) M/V Liverpool–New York. 1907 (12/6) F/V Southampton–New York. 1911 (May) F/V Liverpool–Quebec–Montreal. 1913 II and III only; by this date masts had been reduced to two. 1914 became armed merchant cruiser; later purchased by British Admiralty. 1921 scrapped.
14. 1890 *Majestic* (I)  
9,965. Ditto. Launched 1889 (29/6). 1890 (2/4) M/V Liverpool–New York. 1907 (26/6) F/V Southampton–New York. (At some stage masts were reduced to two.) 1914 scrapped at Morecambe.
15. 1898 *Cymric*  
12,552. 585 × 64. S-1-4. S-2S-Q8-15 (Harland & Wolff). (I-100; III). 1898 (29/4) M/V Liverpool–New York. 1903 (10/12) F/V Liverpool–Boston. 1913 II and III only. 1916 (8/5) torpedoed off Fastnet (5).
16. 1899 *Oceanic* (II)  
17,274. 686 × 68. S-2-3. S-2S-T8-19 (Harland & Wolff). (I-410; II-300; III-1,000). Launched 1899 (14/1). 1899 (6/9) M/V Liverpool–New York. 1907 (19/6) F/V Southampton–New York. 1914 (Aug.) became armed merchant cruiser. 1914 (8/9) wrecked on Foula Island (Shetlands).
17. 1901 *Celtic* (II)  
20,904. 681 × 75. 2-4. 2S-Q8-16 (Harland & Wolff). (I-347; II-160; III-2,350). 1901 (26/7) M/V Liverpool–New York. 1907 (April/May) New York–Southampton for American Line (2 R/V). 1915-18 became a troopship. 1918 (8/12) F/V after Armistice, Liverpool–New York. 1928 (10/12) wrecked near Cobh (0); 1933 dismantled.
18. 1903 *Cedric*  
21,035. Ditto. (I-365; II-160; III-2,350). 1903 (11/2) M/V Liverpool–New York. 1915-18 became a troopship. 1918 (14/12) F/V after Armistice Liverpool–New York. 1932 scrapped at Inverkeithing.
- 18a. (1903) *Victorian*  
(Leyland Line). 8,825. 512 × 59. 1-4. S-T3-13 (Harland & Wolff). Built 1895 for Leyland Line (*q.v.*). (II-60). 1903 (24/4) F/V Liverpool–New York (6 R/V).
- 18b. (1903) *Armenian*  
(Leyland Line). 8,825. Ditto. 1903 (8/5) F/V Liverpool–New York (6 R/V).
19. 1903 *Arabic* (II)  
15,801. 601 × 65. 1-4. 2S-Q8-16 (Harland & Wolff). Laid down as *Minnewaska* (A.T.L.). Launched 1902 (18/12). 1903 (26/6) M/V Liverpool–New York. 1905 F/V Liverpool–Boston. 1907 (June) Liverpool–New York (in place of *Adriatic*). 1911-14 Liverpool–Boston. 1913 II and III only. 1915 (19/8) torpedoed off Southern Ireland (44).
20. (1903) *Romanic*  
11,394. 550 × 59. 1-2. 2S-T8-15 (Harland & Wolff). Built 1898 as *New England* (Dominion) (*q.v.*). 1903 (19/11) F/V Liverpool–Boston. 1904 onwards New York–Mediterranean service. 1912 became *Scandinavian* (Allan) (*q.v.*). 1923 scrapped.



21. (1903) *Cretic*  
13,507. 582 × 60. 1-4. 2S-T6-15 (Hawthorn Leslie). Built 1902 as *Hanoverian* (Leyland) (*q.v.*). 1903 became *Mayflower* (Dominion) (*q.v.*). 1903 (26/11) F/V Liverpool-Boston. 1904 (autumn) New York-Mediterranean. 1919 returned to ditto. 1923 became *Devonian* (Leyland). 1929 scrapped.
22. (1903) *Republic* (II)  
15,378. 570 × 68. 1-4. 2S-Q8-16 (Harland & Wolff). Built 1903 as *Columbus* (Dominion) (*q.v.*). 1903 (17/12) F/V Liverpool-Boston. 1909 (23/1) collision with Lloyd Italiano *Florida* (0).
23. (1904) *Canopic*  
12,097. 578 × 59. 1-2. 2S-T8-16 (Harland & Wolff). Built 1900 as *Commonwealth* (Dominion) (*q.v.*) 1904 (14/1) F/V Liverpool-Boston; subsequently New York-Mediterranean service. 1919 returned to ditto. 1922 Liverpool-Quebec-Montreal. 1922 (10/11) F/V Bremen-Southampton-Halifax-New York. 1925 scrapped.
24. 1904 *Baltic* (II)  
23,876. 709 × 76. 2-4. 2S-Q8-16 (Harland & Wolff). Launched 1903 (21/11). 1904 (29/6) M/V Liverpool-New York. 1918 (12/12) F/V after Armistice Liverpool-New York. 1933 scrapped in Japan.
25. 1907 *Adriatic* (II)  
24,541. 709 × 75. 2-4. 2S-Q8-17 (Harland & Wolff). Launched 1906 (20/9). 1907 (8/5) M/V Liverpool-New York. 1907 (5/6) F/V Southampton-New York (F/V of service). 1911 (24/8) resumed Liverpool-New York service. 1918 (30/11) F/V after Armistice Liverpool-New York. 1919 (3/9) Southampton-New York. 1922 (13/5) Liverpool-New York. 1934 (Nov.) sold; scrapped in Japan.
26. 1909 *Laurentic* (I)  
14,892. 550 × 67. 1-2. 3S-T8 & ST-16 (Harland & Wolff). Laid down as *Alberta* (Dominion). (I-230; II-430; III-1,000). 1909 (Apr.) M/V Liverpool-Quebec-Montreal. 1917 (25/1) mined off Northern Ireland (350).
27. 1909 *Megantic*  
14,878. 550 × 67. 1-2. 2S-Q8-16 (Harland & Wolff). Laid down as *Albany* (Dominion). 1909 (16/6) M/V Liverpool-Quebec-Montreal. 1918 (11/12) F/V after Armistice Liverpool-New York. 1919 (18/1) Liverpool-Portland; to Quebec and Montreal in summer. 1928-30 London-Southampton-Quebec-Montreal. 1931 Liverpool-Quebec-Montreal. 1932 scrapped in Japan.
- 27c. (1910) *Zeeland*  
(1915) *Northland*  
(Red Star Line). 11,905. 562 × 60. 2-4. 2S-Q8-15 (Brown). Built 1901 for Red Star Line (*q.v.*). 1910-11 Liverpool-Boston in place of *Republic*. 1911-14 ran for Red Star. 1914 (Nov. or earlier) Liverpool-Quebec-Montreal (winter to Portland). 1915 renamed and ran to Quebec and Montreal before becoming a transport.
28. 1911 *Olympic*  
45,324. 852 × 92. 4-2. 3S-T8 & ST-21 (Harland & Wolff). (I-1,054; II-510; III-1,020). Laid down 1908 (16/12); Launched 1910 (Oct.). 1911 (14/6) M/V Southampton-New York. 1911 (20/9) collision with H.M.S. *Hawke*; slight damage. 1912 extensively rebuilt after loss of *Titanic*; tonnage 46,359 (I reduced to 750). 1914 attempted to tow battleship *Audacious* to port. 1917 became a troopship. 1918 (12/5) rammed and sank U.103. 1920 converted to oil fuel. 1920 (21/7) resumed Southampton-New York service. 1935 partially scrapped at Jarrow. 1937 (20/9) towed to Inverkeithing for final demolition.

29. 1912 *Titanic*

46,329. Ditto. Laid down 1909 (21/3); launched 1911 (31/5). 1912 (10/4) M/V Southampton–New York. 1912 (14-15/4) sank after collision with iceberg (1,503).

29d. (1915) *Lapland*

(Red Star Line). 17,540. 606 × 70. 2-4. 2S-Q8-17 (Harland & Wolff). Built 1909 for Red Star Line (*q.v.*). 1915 F/V Liverpool–New York. 1918 (22/11) F/V after Armistice ditto. 1919 (16/9) F/V Southampton–New York. 1919 (26/11) L/V ditto; subsequent sailings Antwerp–Southampton–New York for Red Star.

— — — *Britannic* (II)

48,158. 852 × 94. Other details as (28). (I-790; II-830; III-1,000). Launched 1914 (26/2). (Never ran for Company). 1916 (21/11) sunk by mine in Aegean Sea (21).

29e. (1915) *Vaderland*(1915) *Southland*

(Red Star Line). 11,899. 561 × 60. 2-4. 2S-Q8-15 (Brown). Built 1900 for Red Star Line (*q.v.*). 1915 (Jan.) F/V Liverpool–Halifax–Portland. 1915 renamed and ran Liverpool–Quebec–Montreal before becoming a transport.

29f. 1917 *Justicia*

(Managed for British Government). 32,120. 740 × 86. 3-2. 3S-T8 & ST-18 (Harland & Wolff). Laid down as *Statendam* (Holland America) (*q.v.*). 1918 (19/7) torpedoed off N. Ireland (10).

30. 1918 *Vedic*

9,332. 460 × 58. 1-2-C. 2S-ST(SR)-14 (Harland & Wolff). (III-1,250). 1918 (28/12) F/V after Armistice Glasgow–Boston; subsequent voyages from Liverpool. 1919 (Sept.) repatriated British troops from Russia. 1920 (Aug.?) Liverpool–Quebec–Montreal. 1922 (6/4) L/V Liverpool–Halifax–Portland. 1922 (17/5) F/V Bremen–Southampton–Quebec–Montreal (4 R/V). 1934 scrapped.

30g. (1921) *Haverford*

(International Navigation Co.). 11,635. 531 × 59. 1-4. 2S-T6-14 (Brown). Built 1901 for American Line (*q.v.*). 1921 (1/4) F/V Liverpool–Philadelphia. 1925 scrapped in Italy.

31. (1921) *Arabic* (III)

16,786. 590 × 70. 2-2. 2S-Q8-17 (A. G. "Weser" (Bremen)). Built 1908 as *Berlin* (N.D.L.) (*q.v.*). 1921 (7/9) F/V Southampton–New York; subsequently New York–Mediterranean service. 1925-29 ran Antwerp–Southampton–New York for Red Star (*q.v.*). 1930 (8/3) F/V Liverpool–New York. 1930 (10/10) L/V(?) Liverpool–Quebec–Montreal. 1931 scrapped in Italy.

32. 1922 *Homeric*

34,351. 751 × 83. 2-2. 2S-T8-19 (Schichau (Danzig)). (I-529; II-487; III-1,750). Laid down as *Columbus* (N.D.L.) (*q.v.*). 1922 (15/2) M/V Southampton–Cherbourg–New York. 1923 (Nov.)-1924 (Apr.) converted to oil fuel. 1932 onwards pleasure cruises only. 1936 (27/2) sold; scrapped.

32h. (1922) *Poland*

(Atlantic Transport Line). 8,282. 475 × 52. 1-4. S-T3-13 (Furness Withy (W. Hpl.)). Built 1898 as *Victoria* (Wilson's & Furness-Leyland). 1898 become *Manitou* (A.T.L.) (*q.v.*). 1920 ran for Red Star (*q.v.*) as *Poland*. 1922 (26/4) F/V Bremen–Southampton–Quebec–Montreal (3 R/V). 1925 became *Natale*; scrapped.



33. 1922 *Majestic* (II)  
56,551. 915 × 100. 3-2. 4S-ST-23 (Blohm & Voss (Hamburg) ). (I-700; II-545; III-850). Launched 1914 (20/6) as *Bismarck* (Hamburg American) (*q.v.*). 1922 (10/5) M/V Southampton-Cherbourg-New York. 1936 (Feb.) L/V New York-Cherbourg-Southampton. 1937 became H.M.S. *Caledonia* (boys' training ship). 1939 (29/9) burnt out at Rosyth.
- 33i. (1922) *Pittsburgh*  
(International Navigation Co.) 16,322. 575 × 68. 2-2-C. 3S-T8 & ST-15 (Harland & Wolff). (Cabin 600; III-1,500). Laid down 1913 for American Line. 1922 (6/6) F/V Liverpool-Philadelphia. 1922 (1/12) F/V Bremen-Southampton-Halifax-New York. 1925 (28/1) ran Antwerp-Southampton-New York for Red Star (*q.v.*).
34. 1923 *Doric*  
16,484. 575 × 68. 2-2-C. 2S-ST(SR)-15 (Harland & Wolff). (Cabin 600; III-1,700). Launched 1922 (8/8). 1923 (6/7) M/V Liverpool-Quebec-Montreal. 1933 onwards pleasure cruises exclusively. 1935 (5/9) damaged in collision off coast of Portugal. 1935 (Oct.) sold; scrapped.
- 34j. (1926) *Regina*  
(Leyland Line). 16,313. 575 × 68. 2-2-C. 3S-T8 & ST-15 (Harland & Wolff). Completed 1918 as cargo steamer for Dominion Line (*q.v.*). 1922-25 Liverpool-Quebec-Montreal for White Star-Dominion Joint service. 1926-29 ditto for "White Star (Canadian services)". 1929 became *Westernland* (Red Star) (*q.v.*).
35. (1927) *Albertic*  
18,940. 591 × 72. 2-2. 2S-Q8-17 (A. G. "Weser" (Bremen) ). Laid down as *München* (N.D.L.) (*q.v.*). Completed 1923 as *Ohio* (R.M.S.P.) (*q.v.*). 1927 (22/4) F/V Liverpool-Quebec-Montreal. 1928 London-Southampton-Quebec-Montreal. 1929 Liverpool-New York (in place of *Celtic*). 1930 Liverpool-Quebec-Montreal. 1933 (March) laid up in Clyde. 1934 sold to Japan; scrapped.
36. (1927) *Calgaric*  
16,063. 550 × 67. 1-2-C. 3S-T8 & ST-15 (Harland & Wolff). Built 1918 as *Orca* (P.S.N.). 1922 became *Orca* (R.M.S.P.) (*q.v.*). 1927 (4/5) F/V Liverpool-Quebec-Montreal. 1929-31 London-Southampton-Quebec-Montreal. 1933 laid up at Milford Haven. 1935 sold; scrapped.
37. 1927 *Laurentic* (II)  
18,724. 578 × 75. 2-2-C. 3S-T8 & ST-16 (Harland & Wolff). (Cabin; TTC; III. Total 1,600). 1927 (Nov.) M/V Liverpool-Quebec-Montreal. 1939 (Sept.) became an armed merchant cruiser. 1940 (3/11) torpedoed in North Western Approaches.
- ——— *Oceanic* (III)  
60,000. (Laid down by Harland & Wolff but never completed.)
38. 1930 *Britannic* (III) (M/S).  
26,943. 684 × 82. 2-2-C. 2S-4SC. DA-18 (Harland & Wolff). (Cabin 479; tourist 557; III-506). Launched 1929 (6/8). 1930 (28/6) M/V Liverpool-Belfast-Glasgow-New York. (For later details see Cunard chapter.)
39. 1932 *Georgic* (M/S).  
27,759. Ditto. (Cabin 479; tourist 557; III-506). Launched 1931 (12/11). 1932 (25/6) M/V Liverpool-New York. (For later details see Cunard chapter.)

FUNNEL: Buff; black top.

FLAG: Red swallow-tailed pennant with white star. (See chapter 10 for details of Cunard-White Star.)

## Chapter 74

1871-76

## NORSE AMERICAN LINE

(NORWEGIAN)

IT is widely believed that the pioneer Norwegian North Atlantic steamship line came into existence as recently as 1913, but in fact a company known as the NORSE AMERICAN LINE started operations in 1871.

The first sailing of this line was taken by the 1,935 ton iron screw *St. Olaf*, which left Newcastle-on-Tyne for Bergen and New York in June 1871.<sup>1</sup> Subsequent sailings were from London via Newcastle and Bergen. Four newly-built steamers joined the fleet in 1872-73, namely, the *Peter Jebsen*, *Harald Haarfager*, *Hakon Adelsteen* and *Kong Sverre*, and although all were products of the same yard their tonnage varied between 1,268 and 2,386. In some cases they proceeded via Christiania (Oslo) as well as Bergen.

It soon became apparent that there was insufficient demand for a high-class service of this nature between Norway and the U.S.A., and in October 1873 the *Kong Sverre* inaugurated a new service from London to New York via Havre.<sup>2</sup> This again met with but limited success, and in the following spring sailings were advertised from London to New York "with liberty to call at Christiania and Bergen".

The service was withdrawn in 1876 and the steamers sold. One at least of the final sailings was to Philadelphia instead of New York.

1. 1871 *St. Olaf*  
1,935. 294×36. I-S-C2-10 (Wigham Richardson (Newcastle)). (I; III).  
Launched 1871 (April). 1871 (June) M/V Newcastle-Bergen-New York.
2. 1872 *Peter Jebsen*  
1,268. 232×30. I-S-C2-10 (Backhouse & Dixon (Middlesbro')) . (I; III).  
1872 (25/6) M/V London-Bergen-New York. Became *Romanul* (British).
3. 1872 *Harald Haarfager*  
2,084. 294×36. I-S-C2-10 (ditto). (I; III). 1872 (Sept.) M/V London-Bergen-New York.
4. 1873 *Hakon Adelsteen*  
1,403. 250×32. 1-2. I-S-C2-10 (ditto). (I; III-400). Launched 1873 (15/2).  
1873 (1/7) M/V London-Bergen-New York.
5. 1873 *Kong Sverre*  
2,386. 325×37. 1-2. I-S-C2-10 (ditto). (I-35; II-40; III-650). Launched  
1873 (29/3). 1873 (21/8). M/V London-Bergen-New York.

(1) *Shipping & Mercantile Gazette*, 28/4/71 etc.

(2) *Shipping & Mercantile Gazette*, 11/10/73.



## Chapter 75

1871-96

## GREAT WESTERN STEAMSHIP LINE

(BRITISH)

THE transfer of the Great Western Steam Ship Company's wooden paddle steamer *Great Western* from the Bristol-New York to the Liverpool-New York trade at the conclusion of the 1842 season marked the elimination of Bristol as a North Atlantic terminal for a period of nearly 30 years. The boom resulting from the Franco-Prussian War and the introduction of the compound engine were responsible for the formation of many new North Atlantic lines, one of which was the GREAT WESTERN STEAMSHIP LINE, founded by Mark Whitwill & Son of Bristol. It had no connection with the earlier company of similar name, which, in fact, had gone into liquidation many years previously. The revival of the name "Great Western" was, nevertheless, a deliberate attempt to obtain the support of the West of England public.

The new Company's service was opened by the 1,317 ton iron screw *Arragon*, which sailed from Bristol for New York on July 1st 1871 with two cabin and 42 steerage passengers, 900 tons of cargo and "coal enough to bring her home".<sup>1</sup> She sailed at intervals of 6-8 weeks until the spring of 1872, when she was joined by the 1,541 ton *Great Western*, the first of the ships specially designed for the service. The 1,269 ton *Lapland* and the 1,833 ton *Lady Lycett* were chartered by the Company in 1873. The former had been built for the Leith, Hull & Hamburg Line. For some years following this charter she carried Donald Currie's private mails to South Africa.<sup>2</sup>

The 1,900 ton *Cornwall* and *Somerset* were commissioned in 1875 and had accommodation for some 450 first, second and steerage passengers.<sup>3</sup> The experiment was tried at the conclusion of the 1875 season of running the *Great Western* between New York and the Mediterranean. She had the misfortune early the following year to strand on Long Island during a voyage from Messina to New York, and became a total loss.

The 2,000 ton *Devon*, *Bristol* and *Gloucester* were placed in service at yearly intervals from 1878 onwards. All three were approximately similar to the *Cornwall* and *Somerset* but were purchased second-hand. It was at this time that the Bristol City Line was founded by Chas. Hill & Sons. It, too, operated on the Bristol-New York route but did not carry passengers.

During the summer of 1879 the Great Western Company tried the experiment of running a cargo service from the newly-opened

(1) *The Times*, 3/7/71.

(2) *Union-Castle Chronicle*, 1853-1953 (Longmans Green & Co.).

(3) *The Times*, 22/5/75.

Avonmouth Docks to Montreal by the chartered steamers *Belsize*, *Govina*, *Riversdale*, etc.<sup>1</sup> In addition there were occasional cargo sailings by chartered steamers from Bristol or Avonmouth to New York. During 1879-80 some of the passenger steamers sailed from Bristol and some from Avonmouth. Subsequently nearly all sailings were from the latter port.

There is no record of any Canadian sailings in 1880-81, but in 1882 the "County" steamers already mentioned each made one or more sailings to Montreal. One reason for this move was that two further ships, the 2,638 ton *Dorset* and the 2,527 ton *Warwick*, had been placed in commission, the latter being the first of the fleet to be built of steel.

In 1881 the Company landed 185 cabin and 1,452 steerage passengers at New York during the course of 35 voyages—an average of nearly 50 a voyage. In 1885 the totals were 35 and 187 during 15 voyages—an average of only 15. It is not surprising, therefore, that the Company discontinued carrying passengers after 1885. All but the two latest units of the fleet were sold during the following year.

The 2,900 ton cargo steamers *Oxford* and *Worcester* were commissioned in 1887, followed by the 2,336 ton *Cambridge* in 1889 and the 2,600 ton *Hereford* and *Monmouth* in 1890, thereby enabling the last survivors of the passenger fleet, the *Dorset* and *Warwick*, to be sold.

The Bristol City Line lost three steamers during its first four years of operation. From then onwards it gradually consolidated its position, and, as it always confined its activities to cargo, was spared the expense of replacing its passenger fleet as was necessary in the case of the Great Western Steamship Line. The latter, in fact, never really recovered from the effects of this operation. By 1895 the *Monmouth* was the only ship remaining in their fleet. A year or so later she, too, was sold and the Company was wound up.

1. (1871) *Arragon*

1,317. 236 × 31. 1-2. I-S-C2-10 (Barclay Curle). Built 1869. 1871 (1/7) F/V Bristol-New York. 1881 onwards carried cargo only. 1882 (2/9) L/V Bristol-Montreal.

2. 1872 *Great Western*

1,541. 276 × 33. 1-2. I-S-C2-10 (Pile (Sunderland)). (I; III-252). Launched 1872 (7/3). 1872 (June) M/V Bristol-New York. 1875 (14/9) L/V ditto. 1876 (25/3) wrecked on Long Island (0).

2a. (1873) *Lapland* (c)

1,269. 250 × 30. 1-3. I-S-C2-10 (Barclay Curle). Built 1872. 1873 (10/5) F/V Bristol-New York (4 R/V).

2b. (1873) *Lady Lycett* (c)

1,833. 263 × 33. 1-2. I-S-C2-10 (London & Glasgow Co.). Built 1872. 1873 (28/5) F/V Bristol-New York (2 R/V).

(1) *Shipping and Mercantile Gazette*, 19/5/79, etc.



3. 1874 *Cornwall*  
1,878. 280×35. 1-3. I-S-C2-10 (Richardson (Stockton)). Launched 1873 (22/10). 1874 (14/4) M/V Bristol-New York. 1886 became *Hassan Pasha* (Turkish).
4. 1875 *Somerset*  
1,923. 284×36. 1-3. I-S-C2-10. (Richardson Duck (Stockton)). (I; II; III. Total 450). Launched 1875 (23/3). 1875 (19/6) M/V Bristol-New York. 1886 became *Ali Saib Pasha* (Turkish).
5. (1878) *Devon*  
1,856. 286×36. 1-3. I-S-C2-10 (Scott (Greenock)). Launched 1872 (26/6) for Commercial S.S. Co. (London). 1878 (7/8) F/V Bristol-New York. 1886 became *Kyamil Pasha* (Turkish).
6. (1879) *Bristol*  
1,983. 278×38. 1-3. I-S-C2-10 (Pearse (Stockton)). Built 1875 as *City of Valparaiso* (British). 1879 (7/6) F/V Bristol-New York. 1886 became *Costa Rica* (Costa Rican).
7. (1880) *Gloucester*  
2,004. 280×38. 1-3. I-S-C2-10 (Steele (Greenock)). Built 1875 as *City of Santiago* (British). 1880 (14/2) F/V Bristol-New York. 1886 became *Soo-goodlee* (Turkish).
8. 1881 *Dorset*  
2,638. 331×39. 1-3. I-S-C2-12 (Thompson (Sunderland)). 1881 (10/8) M/V Bristol-New York. 1888 (approx). became *Dorset* (British). 1905-06 *Correnti* (Norwegian). 1908-09 no trace.
9. 1882 *Warwick*  
2,527. 316×41. 1-? S-S-C2-12 (Richardson (Newcastle)). (I-50; II-30; III-380). 1882 (1/7) M/V Bristol-New York. 1889 became *Warwick* (Donaldson) (*q.v.*). 1897 sold.

FUNNEL: Black; broad red band with blue and white ball.

FLAG: Red; large blue and white ball in centre.

## Chapter 76

1872

### LIVERPOOL AND MONTREAL STEAMSHIP LINE (BRITISH)

THE LIVERPOOL & MONTREAL STEAMSHIP LINE announced in February 1872 that it would be starting a service between the ports mentioned in its title in the following April. The brokers were William Hunter & Co. of Liverpool.<sup>1</sup>

The service was opened by the 1,800 ton iron screw *Lady Lycett* on April 20th 1872, followed by the *Viking* in May and the *Nyanza*

(1) *Glasgow Herald*, 26/2/72.

and *Chesapeake* in June. This, as far as can be ascertained, was the last sailing. Subsequently these and other steamers proceeded from Liverpool to Philadelphia under William Hunter & Co's auspices, but without the name of any line being given. It may be added that the Mississippi & Dominion Steamship Company had started a service between Liverpool and Montreal in April 1872, and to this can be attributed the failure of the Liverpool & Montreal Steamship Line.

The *Lady Lycett* was chartered to the Great Western Steamship Line in 1873. The *Nyanza* had already been running for the Warren Line between Liverpool and Boston. The *Chesapeake* ran for the Warren Line in the Autumn of 1872.

## Chapter 77

1872

### BALTISCHER LLOYD

(GERMAN)

UNTIL 1872 there were but few opportunities for passengers residing along or near the shores of the Baltic to proceed by direct steamer to North America, their usual route being via Hamburg or Bremen. It was partly to remedy this state of affairs that the BALTISCHER LLOYD was founded in Stettin in 1870 with a capital of 650,000 thalers. Its principal aim was to establish a regular passenger and cargo service between Stettin and New York.

Orders were placed with Oswald & Co. of Sunderland for five iron screw steamers of about 2,000 tons, with accommodation for 800-900 passengers in three classes. The compound engine had just been introduced on the North Atlantic. These ships were fitted with this important new type of propelling machinery, which was responsible for reducing coal consumption by about one-half.

The first two units of the Baltischer Lloyd fleet, the 1,878 ton *Humboldt* and *Franklin*, which, it should be pointed out, were the names of the first two wooden paddle steamers of the New York & Havre Line (chapter 23), were launched in 1871-72. They were followed by the 2,600 ton *Thorwaldsen*, *Ernst Moritz Arndt* and *Washington*.

It is rather surprising that so little should be known about the Company in England if only because there were a number of sailings from Stettin to New York via London (Millwall Docks) in 1873<sup>1 2</sup> and perhaps in other years. In one case at least an additional call was

(1) *The Times*. 14/2/73.

(2) *Shipping & Mercantile Gazette*, 8/9/73.



made at Havre. The ships carried "upper saloon", "lower saloon" and steerage passengers,<sup>1</sup> the first two descriptions being those used also at that time by the Hamburg American Line and the Norddeutscher Lloyd instead of the more customary first and second class. The London agents were Westcott & Laurance, whose offices were then at 9 Fenchurch Street.<sup>1</sup>

The *Thorwaldsen* was wrecked—fortunately without loss of life—on the Swedish coast in April 1873 when *en route* from New York to Stettin. The only other information available is that the *Ernst Moritz Arndt* and *Washington* were sold to A. Lopez & Co., who in 1881 became the Compañia Trasatlantica. The former was retained in their fleet until 1900 and the latter for several years longer. It seems clear that the Baltischer Lloyd withdrew their service within a few years of its inauguration.

1. 1872 *Humboldt*  
1,878. (Oswald (Sunderland)).
2. 1872 *Franklin*  
1,878. Ditto.
3. 1872 *Thorwaldsen*  
2,600. 310 × 38. 1-2. I-S-C2-12 (Oswald (Sunderland)). (I; II; III. Total 800).  
Launched 1872 (9/5). Trials 1872 (14/9). 1873 (4/4) wrecked on Swedish coast (0).
4. 1872 *Ernst Moritz Arndt*  
2,597. 317 × 37. 1-2. I-S-C2-12 (Oswald (Sunderland)). (I; II; III. Total 900).  
Launched 1872 (22/8). 1879 (approx.) became *Habana* (Lopez—later Cia Trasatlantica). 1900 scrapped.
5. 1872 *Washington*  
2,576. 307 × 38. 1-2. I-S-C2-12 (Oswald (Sunderland)). 1879 (approx.)  
became *Ciudad Condal* (Lopez—later Cia Trasatlantica). 1906 (approx.)  
scrapped.

## Chapter 78

1872-94

### WHITE CROSS LINE (BELGIAN)

THE WHITE CROSS LINE was founded in 1865 by Steinmann & Co. of Antwerp. Mr. Steinmann was a Swiss, and it was appropriate, therefore, that the first unit of the fleet—a second-hand sailing ship of 213 tons, built in 1857—should have been renamed *Helvetia*. Further, the Company's houseflag was a reproduction of the Swiss national flag—namely, red with a white cross. This naturally accounted for the name by which the Line was popularly known.

(1) *The Times*, 14/2/73.

Mr. Hermann Ludwig was admitted into partnership in 1872, when the title of the firm became Steinmann & Ludwig. It had already been decided to concentrate on steamships instead of sailing ships and to place an order in Scotland for the 1,263 ton iron screw *Steinmann*. In 1873 the 1,500 ton *Alps* was purchased and renamed *C. F. Funch*; a year later the 1,472 ton *Auguste Andre* was completed in France.

A good many details are available regarding the activities of these three ships in the Antwerp–New York trade from 1874 onwards, but not previously. It is believed that the *Steinmann* and *C. F. Funch* entered this trade in 1872 and 1873 respectively, and the name of the latter rather bears this out as Funch, Edye & Co. were the Company's New York agents. It would appear, therefore, that the White Cross Line established a steam service across the North Atlantic a few months before the Red Star Line (chapter 83). At any rate, it is quite clear that the name "White Cross Line" came into use several years before "Red Star Line".

The *C. F. Funch* was destroyed by fire in the River Scheldt in August 1876, but was replaced a few months later by a sister ship, built in 1870 as the *Andes* and renamed *Hermann Ludwig*. At about the same time the *Steinmann* was transferred to Smysers & Co. of Antwerp in exchange for the 1,790 ton *Khedive*, which was renamed *Daniel Steinmann*. The exact details of this transaction are not known, but owing to the difference in the tonnage of the ships there must presumably have been a cash adjustment as well. The *Hermann Ludwig* was wrecked on the Scilly Isles in October 1878, and although subsequently refloated was not employed again by the Company. It had earlier been feared that she had disappeared without trace.

From early days the White Cross service had close associations with England, as is evident from the fact that in 1875 it was advertised as running from London to New York "with liberty to call at Antwerp".<sup>1</sup> Within a year or two the eastbound itinerary had become New York–Southampton–Antwerp. It may be added that a third Belgian line, the Engels, started operations in 1875 between Antwerp and New York, and this added competition may well have been the reason for the White Cross Line's desire to attract business to and from England.

The 2,417 ton *Henry Edye* was completed for the service in 1879, and during the same year the *Auguste Andre* was renamed *Helvetia*, the sailing ship of that name having disappeared from the fleet some years earlier. The 2,879 ton *Hermann* was completed in 1881, and for a time the Company was operating four steamers, the fourth being the *Daniel Steinmann*.

Advertisements in 1881 indicated that the Company's ships sailed from Hull every Saturday and London every Monday to New York, and that they carried steerage passengers at a fare of £4/18/-.<sup>2</sup>

(1) *Shipping & Mercantile Gazette*, 29/4/75, 24/6/75, etc.

(2) *Shipping & Mercantile Gazette*, 8/4/81, 14/7/81, etc.



Whether these voyages started from Antwerp or whether the ships called there after leaving London is not clear. The total number of sailings to New York during the year was 31, the number of west-bound passengers carried being 54 first class and 6,787 steerage. During this and subsequent years the *Helvetia* made a number of voyages from Antwerp to Quebec and Montreal.

The *Henry Edye* was apparently sold or lost in 1881-82. To replace her the Company acquired the 3,000 ton ex-N.D.L. *Hansa*, which was renamed *Ludwig*. She was lost almost at once.

The *Daniel Steinmann* was wrecked near Halifax in April 1884 with a loss of 116 lives. This further disaster virtually put the Company out of business, and it was decided to discontinue carrying passengers. The *Helvetia* was sold or lost and only the *Hermann* remained in the fleet.

The Engels Line continued a service between Antwerp and New York with three steamers until 1888, when two of them were sold. It seems probable that the White Cross and Engels lines came to a working agreement with one another at this stage or earlier. In any event an alliance was formed soon afterwards as *Lloyd's Register* for 1892, although showing the sole remaining unit of each line under the names of the respective managers, referred to each of the companies as the White Cross Line and in each case made a cross-reference to the other.

1. 1872 *Steinmann*  
1,263. 223 × 30. I-S-C2-10 (Richardson (Newcastle)). 1877 became *Alexandre Smyers* (Belgian).
2. (1873) *C. F. Funch*  
1,501. 280 × 33. I-S-C2-10 (Key (Kinghorn)). Built 1871 as *Alps*. 1876 (24/8) destroyed by fire in River Scheldt.
3. 1874 *Auguste Andre*  
(1879) *Helvetia*  
1,472. 269 × 33. I-S-C2-10 (Forges & Chantiers (La Seyne)). 1884 sold (?)
4. (1877) *Hermann Ludwig*  
1,505. 272 × 32. I-S-C2-10 (Key (Kinghorn)). Built 1870 as *Andes*. 1878 (23/10) wrecked on Scilly Isles; later refloated.
5. (1877) *Daniel Steinmann*  
1,790. 277 × 34. I-S-C2-11 (Cockerill (Antwerp)). Built 1875 as *Khedive*. 1884 (3/4) wrecked near Halifax (116).
6. 1879 *Henry Edye*  
2,417. 311 × 35. I-S-C2-11 (Doxford (Sunderland)). 1881-82 sold or lost.
7. 1881 *Hermann*  
2,879. 322 × 40. I-S-C2-11 (Sunderland S.B. Co.). 1894 became *Hero* (Norwegian). 1907-08. *Success* (U.S.). 1908-09 *Jacob Luckenbach* (U.S.). 1917-18 no trace.
8. (1883) *Ludwig*  
3,087. 328 × 42. I-S-C2-11 (Caird). Built 1861 as *Hansa* (N.D.L.) (*q.v.*). 1881 became *Hansa* (British). 1883-84 lost.

FUNNEL: Buff; black top.

FLAG: Red; white cross.

## Chapter 79

1872-91

## STATE STEAMSHIP COMPANY LIMITED

(STATE LINE)

(BRITISH)

THE STATE STEAMSHIP COMPANY LIMITED was advertised to start services from Glasgow and Liverpool to New Orleans and from Glasgow to New York during the spring of 1872. Owing to various delays, however, the first sailing did not take place until August 1872, when the 1,900 ton iron screw *Louisiana* left Glasgow and Liverpool for New Orleans. She and a sister ship, the *Minnesota*, subsequently made the Mersey their home terminal. On some voyages calls were made at Bordeaux and Havana.

The pioneer unit of the New York fleet was the 2,500 ton *Pennsylvania*, which sailed from Glasgow in April 1873 for New York via Larne (Ireland), where she awaited the arrival of the cross-channel steamer from Stranraer with the London mails. The *Virginia* and the 2,300 ton *Alabama* followed. The latter had been built for the New Orleans trade, to which she was transferred at the conclusion of her second voyage. She was replaced by the *Georgia*.

Although the State Line was registered in Great Britain a considerable portion of its capital had been subscribed in the United States, hence the unfortunate choice of names for the ships, all of which were, or had been until recently, duplicated by other North Atlantic lines. In December 1873, therefore, the words "*State of*" were added to the names to avoid confusion.

The 2,500 ton *State of Nevada* and *State of Indiana* and the 3,150 ton *State of Florida* were commissioned in 1874. The latter, in particular, appeared at the worst possible time as a serious slump had set in, and after only one round voyage she was transferred to the Queen Line's Indian service as the *Queen Margaret*. It was intended that the five remaining steamers should maintain a weekly service on the New York route, but, owing to the slump, sailings were reduced to fortnightly. The New Orleans service was even more seriously affected and, except for an occasional sailing, was withdrawn in 1875. The *State of Minnesota* was sold. The *State of Louisiana* and *State of Alabama* were retained, but neither was employed on the North Atlantic during the two succeeding years.

By the beginning of 1878 trade conditions had improved sufficiently for a weekly service to be resumed, and to make this practicable the *State of Louisiana* was recommissioned. She was wrecked in Lough Larne in December 1878, and in the following July the *State of Virginia* was wrecked on Sable Island. In consequence the *State*



of *Alabama* re-entered the service and the 3,000 ton *Mikado* was chartered for five round voyages, at the conclusion of which the *Queen Margaret* made one voyage under this name before reverting to her original name, *State of Florida*.

When the 4,000 ton *State of Nebraska* was commissioned in November 1880 the *State of Alabama* again became a spare steamer. In April 1884, however, the *State of Florida* was sunk in collision with a loss of over 100 lives, and from then on the "*Alabama*" found regular employment.

In 1885 the Company landed 10,066 passengers at New York in comparison with the Anchor Line's total of 14,120 for their Glasgow service. This was a commendable achievement, and the Company had undoubtedly made serious inroads into the Anchor Line's business. However, the financial standing of the Anchor Line was sufficient to take the strain whereas from its earliest days the State Line had had a constant struggle to make ends meet. A major difficulty was the decline in rates and fares. In 1873, for instance, the cabin class minimum fare was 13 guineas; in 1885 it had fallen to six guineas.

It is not surprising, therefore, that the State Line found itself in financial difficulties and that it went into liquidation in 1890. It would have caused no surprise had the Anchor Line stepped into the breach, but instead, in March 1891, the fleet and goodwill were sold to the Allan Line, which was no newcomer to the New York trade and had extensive connections with Glasgow.

Of the six surviving units of the State Line fleet only the newest, the *State of Nebraska*, was retained for more than two years, but a seventh, the *State of California*, was in an advanced stage of construction and after her completion later in 1891 saw useful service for the Allan Line, which continued a Glasgow-New York service under the description "ALLAN-STATE LINE" until 1905.

1. 1872 *Louisiana*  
 (1873) *State of Louisiana*  
 1,869. 300 × 35. S-1-3. I-S-C2-11 (Wingate). (Cabin 30; Intde 50; III-200).  
 1872 (28/8) M/V Glasgow-Liverpool-New Orleans. 1875 (19/3) F/V Glasgow  
 -New York. 1878 (24/12) wrecked Lough Larne (0).
2. 1872 *Minnesota*  
 (1873) *State of Minnesota*  
 1,858. Ditto. (Cabin 30; Intde 50; III-200). 1872 (16/11) M/V Glasgow-  
 Liverpool-New Orleans. 1875 became *Dee* (R.M.S.P. Co.). 1910-11 no trace.
3. 1873 *Pennsylvania*  
 (1873) *State of Pennsylvania*  
 2,472. 331 × 36. S-1-3. I-S-C2-12 (London & Glasgow). (Cabin 65; Intde 35;  
 III-400). 1873 (13/4) M/V Glasgow-New York. 1873 (19/12) F/V ditto as  
*State of Pennsylvania*. 1891 sold to Allan Line (*q.v.*). 1893 became *Medina*  
 (Turkish); 1900 (approx.) *Marmara* (Turkish). 1920-21 no trace.

4. 1873 *Virginia*  
 (1874) *State of Virginia*  
 2,473. Ditto. (Cabin 65; Intde 35; III-400). 1873 (7/6) M/V Glasgow-New York. 1874 (2/1) F/V ditto as *State of Virginia*. 1879 (15/7) wrecked off Sable Island (9).
5. 1873. *Alabama*  
 (1873) *State of Alabama*  
 2,313. 321 × 36. S-1-3. I-S-C2-12 (Wingate). (Cabin 30; Intde 50; III-200). 1873 (20/6) M/V Glasgow-New York. 1873 (20/12) F/V as *State of Alabama*, Liverpool-New Orleans. 1891 sold to Allan Line (*q.v.*) but resold. 1896 scrapped.
6. 1873 *Georgia*  
 (1873) *State of Georgia*  
 2,490. 330 × 36. S-1-3. I-S-C2-12 (London & Glasgow). (Cabin 65; Intde 35; III-400). 1873 (12/9) M/V Glasgow-New York. 1873 (5/12) F/V ditto as *State of Georgia*. 1891 sold to Allan Line (*q.v.*). 1893 sold to Aberdeen Atlantic Line. 1896 (Dec.) disappeared at sea (32).
7. 1874 *State of Nevada*  
 2,488. 332 × 36. S-1-3. I-S-C2-12 (London & Glasgow). (Cabin 75; Intde 35; III-550). 1874 (17/7) M/V Glasgow-New York. 1891 sold to Allan Line (*q.v.*). 1893 became *Mekke* (Turkish). 1903-04 no trace.
8. 1874 *State of Indiana*  
 2,528—details as (6). (Wingate). (Cabin 75; Intde 35; III-550). 1874 (4/9) M/V Glasgow-New York. 1891 sold to Allan Line (*q.v.*). 1893 became *Ismir* (Turkish).
9. 1874 *State of Florida*  
 (1880) *Queen Margaret*  
 (1880) *State of Florida*  
 3,155. 372 × 38. S-1-3. I-S-C2-13 (London & Glasgow). (Cabin 90; Intde 30; III-450). 1874 (16/10) M/V Glasgow-New York (1 R/V). 1874 became *Queen Margaret* (Queen Line to India). 1880 (23/4) F/V Glasgow-New York as *Queen Margaret* (1 R/V). 1880 (16/7) Glasgow-New York as *State of Florida*. 1884 (18/4) collision at sea (108).
- 9a. (1879) *Mikado* (c)  
 3,034. 372 × 36. S-1-4. I-S-C2-12, (Aitken & Mansell (Glasgow) ). Built 1873. 1879 (12/9) F/V Glasgow-New York. 1880 (27/2) L/V ditto (5 R/V).
10. 1880 *State of Nebraska*  
 3,986. 385 × 43. S-1-3. I-S-C2-13 (London & Glasgow). (Saloon 100; II-75; III-825). 1880 (5/11) M/V Glasgow-New York. 1891 sold to Allan Line (*q.v.*). 1902 scrapped.
- ——— *State of California*  
 4,244. (Did not run for Company—see Allan Line.)

FUNNEL: Buff with red band; narrow black top.

FLAG: Blue swallow-tailed pennant; red and narrow white stripe at top and bottom; white "S" in centre.



## Chapter 80

1872

## VICTORIA LINE

(BRITISH)

ADVERTISEMENTS in July and August 1872 stated that the VICTORIA LINE would start a regular service of steamers on September 1st 1872 from London to New York via Brest and Cork, and that all classes of passengers would be carried.<sup>1</sup> Nothing came of the project, however, and this was perhaps just as well as other lines were already firmly established in the London-New York trade.

## Chapter 81

1872-75

## SOUTH WALES ATLANTIC STEAMSHIP COMPANY

(BRITISH)

THE SOUTH WALES ATLANTIC STEAMSHIP COMPANY despatched the 2,411 ton *Glamorgan* from Cardiff to New York in October 1872. She and a sister ship, the *Pembroke*, attracted a good deal of attention as they were fitted with Allan's patent gas lighting plant and with pneumatic bells. The former, however, gave a lot of trouble owing to leaking pipes.

One of the Company's principal shareholders was the Marquess of Bute, who had played a prominent part in the construction of the Cardiff Docks. Thanks to him the *Glamorgan* and *Pembroke* were provided with free coal and were not charged dock dues at Cardiff. In spite of these exceptional advantages, however, the service was a financial failure and was closed down early in 1875. A third steamer, the 3,000 ton *Carmarthen*, was never placed in service by the Company.

1. 1872 *Glamorgan* 2,411. 320×37. S-1-2. I-S-C2-11 (Simons). (Saloon, Second Cabin and Steerage). 1872 (12/10) M/V Cardiff-New York. 1880 became *Glamorgan* (Adamson & Ronaldson-chartered). 1882 ditto (Warren-chartered) (*q.v.*). 1883 (16/2) foundered *en route* Liverpool-Boston.

(1) *Shipping & Mercantile Gazette*, 11/7/72, etc. (advt.).

2. 1873 *Pembroke*

2,410. Ditto. 1873 (18/5) M/V Cardiff-New York. 1878 became *Pembroke* (Warren-chartered). Later became *Murciano* (Spanish).

## Chapter 82

1872-73

## PLATE, REUCHLIN &amp; CO.

(DUTCH)

AN unsuccessful attempt had been made during the early 1850's to establish a steamship service between Holland and the United States, one of the promoters being F. J. Plate, the head of a Rotterdam firm of shipping agents. Almost exactly 20 years later his son, Antoine, then aged 24, decided that the time was ripe to make a further attempt, and with the co-operation of O. Reuchlin, head of another Rotterdam shipping agency, formed a limited liability company, Plate, Reuchlin & Co., whose articles of association were signed on February 8th 1871. The capital of the Company was 900,000 guilders (£75,000).

Orders were placed for the 1,700 ton iron screw *Rotterdam* and *Maas*, the contract price of which was about £30,000 each, leaving the Company a working capital of less than £15,000. The dimensions of the ships were restricted by the limits imposed by the locks of the Voorne Canal, through which, pending the completion of the New Waterway, ships proceeding between Rotterdam and the North Sea had to pass. Much consternation was caused, therefore, when one of the heads of Henderson, Coulborn & Co., the shipbuilders, announced with pride at an after-dinner speech during the inaugural run of the *Rotterdam* from Glasgow to Rotterdam that, as his firm always endeavoured to give good value for money, the length of the ship was slightly greater than that specified. Fortunately, when she entered the canal locks it was found that there were a few inches, but no more, to spare at stem and stern. The *Rotterdam* sailed on her maiden voyage from Rotterdam to New York on October 15th 1872 and was soon joined by the *Maas*.

Before many months had passed it became abundantly clear that Plate, Reuchlin & Co. had insufficient capital to continue the service. It was decided, therefore, to form a new joint stock company, NEDERLANDSCH-AMERIKAANSCH STOOMVAART MAATSCHAPPIJ, to take over their assets and liabilities. Details will be found in the chapter dealing with the new concern.



## Chapter 83

1873-1935

## RED STAR LINE

Société Anonyme de Navigation Belge-Américaine  
(BELGIAN)

---

Philadelphia Steam Navigation Company  
International Navigation Company (of Philadelphia)  
International Navigation Company (of New Jersey)  
International Mercantile Marine Company  
(UNITED STATES)

---

International Navigation Company Ltd. (of Liverpool)  
Frederick Leyland & Company Limited  
(BRITISH)

THE RED STAR LINE, so called because its houseflag consisted of a white "swallow-tail" with a red star, was founded in Antwerp in 1872 with the official title of SOCIÉTÉ ANONYME DE NAVIGATION BELGE-AMÉRICAIN, but came into being largely with American support. In this connection a contemporary report of the launching of the Company's first steamer, the 2,800 ton iron screw *Vaderland*, on August 21st 1872, described her as the property of the PHILADELPHIA STEAM NAVIGATION COMPANY.<sup>1</sup> On the other hand *Lloyd's Register* for 1873-74 showed her as the property of the INTERNATIONAL NAVIGATION COMPANY, a likely explanation being that there was an early reorganisation of the American holding company.

The *Vaderland* left Antwerp on January 19th 1873 for Philadelphia under the Belgian flag. She was notable as the first steamer built to carry petroleum in bulk. The intention was for her to carry passengers and ordinary merchandise on the westbound voyage, and passengers and a full cargo of petroleum on the eastbound. It is not surprising that the American port authorities objected to the latter combination, and after much discussion it was decided to substitute merchandise for the highly inflammable petroleum. Two similar ships, the *Nederland* and *Switzerland*, joined the fleet in 1873 and 1874 respectively.

At the time of the pioneer Red Star Line sailing four steamers were nearing completion for the American Line, which started operations between Philadelphia and Liverpool in May 1873. An interesting and hitherto unnoticed fact is that the International Navigation Company (Red Star Line) chartered the 2,500 ton cargo steamers *Kenilworth* and *Abbotsford*<sup>2</sup> in July 1873, when only one of the American Line steamers was in commission, and placed them

(1) *Mitchell's Maritime Register*, 30/8/72.

(2) which had accommodation for 20 passengers.

in service between Liverpool and Philadelphia under the British flag.<sup>1</sup> Further, a month later their advertisements listed their Liverpool-Philadelphia fleet as consisting of these two steamers plus two new ones of 3,250 and 3,340 tons then under construction, and quoted saloon fares of £18, intermediate nine gns. and steerage six gns.<sup>2</sup> The sequel was that the Red Star service was discontinued within a few months, the *Kenilworth* and *Abbotsford* were running under charter to the American Line and no trace could be found of the two new passenger ships.

For the time being the Red Star Line confined its European activities to the port of Antwerp, and in spite of the fact that two further Belgian transatlantic lines, the White Cross and Engels, followed in quick succession, the business expanded rapidly. Accordingly, a second-hand steamer of 2,600 tons was purchased and placed in service in 1876 as the *Russland*. She ran between Antwerp and New York, as did at times one or two of the earlier ships.

The loss of the *Russland* in March 1877 and the continued growth of the Company's business made it necessary to place orders for the 3,700 ton *Belgenland* and *Rhynland*, which were delivered in 1879. Pending their completion the 2,900 ton ex-Cunard *Java* was placed in service as the *Zeeland*. In addition the 2,700 ton *Nemesis* was acquired and renamed *Perusia*, but was sold within a year. She had already run for three other North Atlantic lines and subsequently ran for at least two more.

The Company's New York service progressed far more rapidly than the Philadelphia one, and by 1881 there was virtually a weekly sailing to the former port. This was made possible by the purchase of two more second-hand steamers. One was the ex-Cunarder *Russia*, which was lengthened, compounded and placed in service as the 4,750 ton *Waesland*. The other was the ex-Cunarder *Algeria*, which was compounded but not lengthened and placed in service as the 3,800 ton *Pennland*.

Although the Company's fleet had increased from three to eight ships during the previous three or four years, two further ships were placed on order. They entered the New York service in 1883 as the 5,200 ton *Noordland* and the 5,700 ton *Westernland*. Both were built of steel. The usual arrangement was for the *Westernland*, *Noordland*, *Waesland*, *Pennland*, *Rhynland* and *Belgenland* to run to New York and for the *Vaderland*, *Nederland*, *Switzerland* and *Zeeland* to run to Philadelphia.

If it is correct to assume that the American Line got the better of the International Navigation Company when the latter's Liverpool-Philadelphia service was withdrawn in 1874, the tables were turned in 1884 when the International Navigation Company purchased the American Line,<sup>3</sup> which was allowed, however, to retain its separate

(1) *Liverpool Journal of Commerce*, 9/7/73.

(2) *Liverpool Journal of Commerce*, 8/8/73.

(3) *The Times*, 27/11/84.



identity. Two years later it strengthened its position still further by purchasing the Inman Line, whose steamers continued to run under the Red Ensign for the Inman & International Steamship Company Limited.

These acquisitions had little or no effect on the fortunes of the Red Star Line, which landed an average of well over 25,000 passengers at New York during each year between 1881 and 1889. The steerage figures were remarkably consistent during this period, but the first and second class figures rose steadily from 1,500 to over 4,000 a year. This satisfactory state of affairs enabled the Company to place an order for the 7,100 ton *Friesland*, which was launched in August 1889. It remains to add that 5,504 cabin and 35,870 steerage passengers were landed at New York by the Company in 1891, their combined total being exceeded only by two British and two German lines.

In 1893 the four surviving Inman & International ships began to trade under the style "American Line". Two were transferred to the American flag under the ownership of the reconstituted INTERNATIONAL NAVIGATION COMPANY of New Jersey, and the others retained their British registry under the ownership of the INTERNATIONAL NAVIGATION COMPANY LIMITED of Liverpool, formed on July 13th 1893. An interesting result of these changes was that both the Red Star and American Lines adopted the Inman black funnel with a white band. The Red Star colours had previously been buff with a red star below a black top.

The 3,300 ton American Line steamers *Illinois* and *Pennsylvania* were transferred to the Red Star Antwerp-Philadelphia service to act as consorts to the *Nederland* and *Switzerland*. In the meanwhile preparations had been made for the establishment in October 1895 of a weekly Red Star mail service from New York to Antwerp, with an eastbound subsidy from the United States authorities of \$4 a mile. The 8,600 ton *Southwark* and *Kensington*, which had been completed rather more than a year previously for the American Line's Philadelphia-Liverpool service, were transferred to the Antwerp-New York trade during the summer of 1895. In their places the Red Star *Pennland*, *Belgenland*, *Rhynland* and *Waesland* joined the American Line's Liverpool fleet. The numerical balance of the exchanges was maintained by the transfer of the ex-Inman *Berlin* to the Antwerp-New York service and the *Chester* to the Antwerp-Philadelphia service. These two ships returned temporarily to the American Line's New York-Southampton service at the outbreak of the Spanish-American War in 1898, but within a few weeks were purchased by the U.S. Government.

The *Kensington*, *Southwark*, *Friesland*, *Westernland* and *Noordland* maintained a weekly service between Antwerp and New York from the summer of 1898 until the closing months of 1900. During this time orders were placed for four twin-screw steamers of about 12,000 tons, two on the Clyde and two at Philadelphia.

The first to be completed was the *Vaderland* (II), which, like the *Zeeland* (II), was placed under the ownership of the International Navigation Company Ltd. of Liverpool, and thus flew the British flag, but at a later date both were temporarily transferred to the Société Anonyme de Navigation Belge-Américaine under the Belgian flag. The American-built *Kroonland* and *Finland* were commissioned under the American flag in 1901-02. All four had similar dimensions, but the British-built ships had two sets of quadruple-expansion engines whereas the American ships had triple-expansion.

It had been decided that the Red Star ships should make an intermediate call at Southampton *en route* between Antwerp and New York. In the ordinary way this was independent of the American Line's New York-Southampton service, but the *Vaderland* and *Zeeland* each made a few combined Red Star and American Line sailings during the early months of their careers whilst two units of the American Line fleet were undergoing a major overhaul. From 1904 onwards Dover was substituted for Southampton as the Red Star Line's British port of call.

In 1902 the International Navigation Company of New Jersey changed its name to INTERNATIONAL MERCANTILE MARINE COMPANY. The International Navigation Company Ltd. of Liverpool was not affected by this change nor, in general, was the Red Star Line except that the I.M.M. Company's purchase of the White Star, Dominion, Atlantic Transport and Leyland Lines brought these companies into close association with the Red Star. In the same year the latter also became associated with the Holland America, Hamburg American and Norddeutscher Lloyd.

The advent of the four new Red Star ships made it possible to transfer the *Southwark* and *Kensington* to the Dominion Line's Canadian service, and the *Westernland* and *Noordland* to the American Line's Philadelphia-Liverpool service, to which the *Friesland* was also transferred at a later date. The eventual sale of these ships marked the close of the Red Star Line's associations with the Philadelphia-Liverpool trade, but not with Liverpool as the *Zeeland* was employed in the White Star Liverpool-Boston service in 1910-11 and several of the Company's ships were based on Liverpool during World War I.

The veteran *Switzerland* of the Antwerp-Philadelphia service was sold in 1904 and the *Nederland* in 1906. In the latter year the Company acquired the 7,900 ton Atlantic Transport *Mississippi*, which was placed in service as the *Samland*, and a year later the 7,700 ton White Star *Gothic*, which was renamed *Gothland*. Between 1911 and 1913 these ships ran for the White Star as the *Belgic* and *Gothic* respectively, but subsequently reverted to the Red Star. For a time the A.T.L. *Manitou*, *Marquette* and *Menominee* ran on the Red Star Antwerp-Philadelphia service.

The 17,500 ton twin-screw *Lapland* was commissioned for the Company under the Belgian flag in 1909. Her instant success led to an



order being placed for the 27,000 ton *Belgenland* (II), which was launched on December 31st 1914. She was hurriedly placed in service in 1917 as the White Star cargo steamer *Belgic*.

The capture of the port of Antwerp by the Germans during the early days of World War I placed the Red Star Line in a quandary. The *Lapland* was detailed to the White Star Line's Liverpool-New York service towards the end of 1914, and remained in their charge until after the Armistice. The *Zeeland* and *Vaderland* ran in the White Star-Dominion Canadian service until they were taken up as transports, and in 1915 were renamed *Northland* and *Southland* respectively. The latter was sunk in 1917. Both the *Finland* and *Kroonland* were employed by the American Line between New York and Liverpool, this service having replaced their New York-Southampton service soon after the outbreak of hostilities. The *Gothland* and *Samland* were requisitioned to carry foodstuffs for the Commission for Relief in Belgium, and were the only Belgian-flag steamers remaining to the Company. The *Lapland*, *Zeeland* and *Vaderland* had been transferred to the British flag.

It was announced in August 1919 that Mr. P. A. S. Franklin, the president of the I.M.M. Company, was proceeding to Belgium to make arrangements for reopening the Red Star Line's Antwerp-New York mail service. The *Samland* and *Gothland* had already resumed sailings for the Company as emigrant carriers, and in addition the Company had obtained the services of one or two A.T.L. and Leyland Line cargo steamers, besides several that they operated on behalf of the United States Shipping Board. At a later date they temporarily acquired the A.T.L. passenger steamer *Manitou*, which was renamed *Poland*.

It was not until January 3rd 1920 that the *Lapland*, still flying the British flag, sailed from Antwerp for Southampton and New York and took the first of the resumed mail sailings. The *Kroonland* and *Finland* re-entered the service in April 1920 and the *Zeeland* in August, one or two combined American and Red Star Line sailings having previously been made by the former's *Manchuria* and *Mongolia* from Hamburg, Antwerp and Southampton to New York. The call at Southampton became a permanent Red Star feature on the westbound voyage, and from 1921 the steamers also put in at Cherbourg. Passengers for Canada were catered for by occasional calls at Halifax. Homewards, calls were made at Plymouth and Cherbourg.

The *Belgic* (ex-*Belgenland*) was employed in the White Star Liverpool-New York cargo service until 1921, when she proceeded to her builders for a thorough overhaul and the addition of her passenger accommodation. Important alterations were also made to her appearance, and when she arrived at Antwerp for the first time, in March 1923, she had three funnels and two masts instead of two funnels and three masts. She had reverted to her original name, *Belgenland*, but continued to fly the British flag. Before long some

of her second and third class accommodation was converted to tourist third cabin, and subsequently second class was abolished and became tourist. In the course of her career she took part in several world cruises during the winter months. The *Kroonland* and *Finland* made their last Red Star voyages a few weeks before the *Belgenland* was commissioned.

The *Belgenland*, *Lapland* and *Zeeland* took care of the Company's mail service for nearly two years, but during the summer of 1924 the poor state of the River Scheldt made it temporarily inadvisable for the *Belgenland* and *Lapland*, on account of their size, to negotiate the awkward reaches below Antwerp and each was diverted to London for two or three voyages. At that time the *Belgenland* was the largest merchant ship ever seen in the River Thames. Early in 1925 the White Star *Pittsburgh* and *Arabic* joined the Red Star service, and a year later the *Pittsburgh* was renamed *Pennland* (II). The *Zeeland* became the A.T.L. *Minnesota*. The emigrant carrier *Gothland* was scrapped in 1926, but the *Samland* survived until 1931 although she had been laid up for a year or two.

Two interesting ships joined the Red Star fleet in December 1927. They were the Leyland Line's *Winifredian* of 10,400 tons and *Devonian* of 13,500 tons, both of which confined their passenger activities to tourist third cabin. Although neither made more than two or three voyages for the Red Star, their temporary transfer to Antwerp had a special significance. Shortly afterwards the International Navigation Company Ltd. was disbanded and FREDERICK LEYLAND & COMPANY LTD., the owners of the Leyland Line, took over its three remaining ships, the *Belgenland*, *Lapland* and *Pennland*. They had already acquired the White Star-Dominion *Regina*, which in 1929 was renamed *Westernland* (II) and joined her sister ship, the *Pennland*, in the Antwerp-New York trade. The *Arabic* was returned to the White Star Line.

The trade depression of the early 1930's brought new problems to all the North Atlantic lines. One of the first to be seriously affected was the Atlantic Transport, which withdrew its London-New York passenger service in 1932 and transferred its two principal ships, the 22,000 ton *Minnewaska* and *Minnetonka*, to the Red Star to act as consorts to the *Westernland* and *Pennland*, both of which had recently been catering exclusively for tourist and third class passengers. Subsequently all four ships carried tourist class only.

The *Belgenland* was laid up in Antwerp during the greater part of 1932, but in the summer of that year employment was found for the *Lapland* by despatching her on a series of Mediterranean cruises from London. These were repeated in 1933, but the financial results were disappointing and in October 1933 she was sold to Japan. The *Belgenland* had been brought out of retirement in July 1933 to undertake three Mediterranean cruises, after which she was again laid up. She was subsequently transferred to the allied Atlantic Transport Company of West Virginia and renamed *Columbia*.



The *Minnewaska* and *Minnetonka* were laid up in 1933 and in the autumn of 1934, when they were only ten or eleven years old, were sold for scrapping. The *Pennland* and *Westernland* made one or two more voyages in the Antwerp–Southampton–New York trade, but by this time the Company was obviously on its last legs, as may be seen from the fact that the total number of passengers carried in 1934 was under 4,000. In 1913 the total had been over 117,000, but it must be remembered that in those far off days three classes were carried and emigration from Europe to America was booming.

For some months previously negotiations had been proceeding for the purchase of the *Belgenland*, *Pennland* and *Westernland* by a British group headed by Major Frank Bustard, with the object of carrying passengers across the North Atlantic at exceptionally low rates, meals to be on a cafeteria basis. The British Treasury had, however, recently advanced a vast sum for the completion of the *Queen Mary* and the building of a sister ship, and fearing the effect that the proposed new venture might have on the fortunes of the Cunard-White Star Line, refused to give their sanction. In consequence the *Pennland* and *Westernland* were sold early in 1935 to Arnold Bernstein of Hamburg, who continued to employ them in the Antwerp–Southampton–New York trade under the description "Red Star Line." Thus, this time-honoured name continued in existence for a few years longer, but the new Company never reached the front-rank position once held by its predecessor, which, it may be noted in conclusion, was in effect the ancestor of the International Mercantile Marine Company, now the owners of the United States Lines.

1. 1873 *Vaderland* (I) (B)  
2,748. 320×38. S-1-3. I-S-C2-13 (Palmers). Launched 1872 (21/8). (I-70; III). Engines aft. 1873 (19/1) M/V Antwerp–Philadelphia. 1888 became *Géographique* (French).
- 1a. (1873) *Kenilworth* (c) (Br.)  
2,595. 345×37. S-1-2. I-S-C2-10 (Gourlay). Built 1872 (I-20). 1873 Liverpool–Philadelphia. 1874 (25/3) F/V ditto for American Line (*q.v.*).
- 1b. (1873) *Abbotsford* (c) (Br.)  
2,554. Ditto. Built 1871 (I-20). 1873 Liverpool–Philadelphia. 1874 (11/3) F/V ditto for American Line (*q.v.*).
2. 1873 *Nederland* (B)  
2,839. 329×39. S-1-3. I-S-C2-13 (Palmers). Launched 1873 (23/6); engines aft. 1873 Antwerp–Philadelphia. 1906 (May) scrapped in Italy.
3. 1874 *Switzerland* (B)  
2,816. Ditto. Launched 1874 (17/1); engines aft. 1874 Antwerp–Philadelphia. 1907 became *Sansone* (Italian).
4. (1876) *Russland* (B)  
2,595. ? S-1-2. I-S-C2-12 (Dundee). Built 1872. 1876 Antwerp–New York. 1877 (17/3) wrecked on Long Island (0).

5. (1878) *Zeeland* (I) (B)  
2,866. 337×43. C-1-3. I-S-C2-12 (Thomson). Built 1865 as *Java* (Cunard) (*q.v.*). 1878 Antwerp-Philadelphia. 1889 sold. 1892 became *Lord Spencer* (sailing ship). 1895 disappeared at sea.
6. (1879) *Perusia* (B)  
2,717. 353×41. C-1-3. I-S-C2-12 (Tod & McGregor). Built 1857 as *Nemesis* (P. & O.). 1869 chartered to Cunard (*q.v.*). 1871 chartered to Inman. 1872 chartered to N.D.L. 1874 compound engines. 1879 Antwerp-New York. 1880 became *Nemesis* (owner P. Denny). (Note: *Perusia* is the ancient name for Perugia.)
7. 1879 *Belgenland* (I) (B)  
3,692. 403×40. S-1-4. I-S-C2-14 (Barrow). 1879 Antwerp-New York. 1895 transferred to American Line, Liverpool-Philadelphia. 1904 became *Venere* (Italian).
8. 1879 *Rhyndland* (B)  
3,689. Ditto. 1879 Antwerp-New York. 1895 transferred to American Line, Liverpool-Philadelphia. 1906 became *Rhyna* (Italian); scrapped.
9. (1881) *Waesland* (B)  
4,752. 435×42. C-1-4. I-S-C2-14 (Thomson). (I-100; III-1,000). Built 1867 as *Russia* (Cunard). 1880 lengthened and compounded. 1881 Antwerp-New York. 1889 triple expansion engines. 1895 transferred to American Line, Liverpool-Philadelphia. 1902 (7/3) collision off Anglesey with *Harmonides* (2).
10. (1882) *Pennland* (I) (B)  
3,760. 361×41. S-1-3. I-S-C2-13 (Thomson). Built 1870 as *Algeria* (Cunard) (*q.v.*). 1882 Antwerp-New York. 1888 new spar deck. 1895 transferred to American Line, Liverpool-Philadelphia. 1903 scrapped in Italy.
11. 1883 *Noordland* (B)  
5,212. 400×47. S-1-4. S-S-C2-13 (Laird). 1883 Antwerp-New York. 1901 transferred to American Line, Liverpool-Philadelphia. 1908 scrapped.
12. 1883 *Westernland* (I) (B)  
5,736. 440×47. S-2-4. S-S-C2-14 (Laird). 1883 Antwerp-New York. 1901 transferred to American Line, Liverpool-Philadelphia. 1912 scrapped.
13. 1889 *Friesland* (B)  
7,116. 437×51. C-1-4. S-S-T3-15 (Thomson). (I-226; II-102; III-600). Launched 1889 (15/8). 1889 Antwerp-New York. 1905 transferred to American Line, Liverpool-Philadelphia. 1910 became *La Plata* (Italian). 1912 scrapped.
- 13c. (1893) *Pennsylvania* (c) (A)  
3,343. 343×43. S-1-2. I-S-T3-12 (Cramp). Built 1872 for American Line (*q.v.*). 1893 Antwerp-Philadelphia. 1898 sold for service on Pacific.
- 13d. (1893) *Illinois* (c) (A)  
3,341. Ditto. Built 1874 for American Line (*q.v.*). 1893 Antwerp-Philadelphia. 1897 sold for service on Pacific.
- 13e. (1895) *Berlin* (c) (Br.)  
5,526. 489×44. C-1-3. I-S-T3-14 (Caird). Built 1874 as *City of Berlin* (Inman) (*q.v.*). 1893 became *Berlin* (American). 1895 Antwerp-New York service. 1898 returned to American Line.
- 13f. (1895) *Chester* (c) (Br.)  
4,791. 445×44. C-2-3. I-S-C2-13 (Caird). Built 1873 as *City of Chester* (Inman) (*q.v.*). 1893 became *Chester* (American). 1895 Antwerp-Philadelphia service. 1898 returned to American Line.



- 13g. (1895) *Southwark* (c) (Br.)  
8,607. 480 × 57. S-1-4. S-2S-Q8-14 (Denny). Completed 1893 for American Line. 1895 Antwerp-New York service. 1903 transferred to Dominion Line (*q.v.*).
- 13h. (1895) *Kensington* (c) (Br.)  
8,669. Ditto. (Thomson). Completed 1894 for American Line. 1895 Antwerp-New York service. 1903 transferred to Dominion Line (*q.v.*).
14. 1900 *Vaderland* (II) (Br.-B-Br.)  
11,899. 561 × 60. S-2-4. 2S-Q8-15 (Brown). (I-342; II-194; III-626). Launched 1900 (12/7). 1900 Antwerp-New York. 1915 became *Southland* (Int. Nav. Co.); ran for White Star-Dominion. 1915 became troopship. 1915 (2/9) torpedoed in Aegean Sea, but reached port. 1917 (4/6) torpedoed off Irish coast (4).
15. 1901 *Zeeland* (II) (Br.-B-Br.)  
11,905. 562 × 60. S-2-4. 2S-Q8-15 (Brown). 1901 Antwerp-New York. 1910-11 ran for White Star, Liverpool-Boston. 1915 became *Northland* (Int. Nav. Co.); ran for White Star-Dominion. 1915 became troopship. 1920 (18/8) resumed sailings Antwerp-Southampton-New York as *Zeeland*. 1926 (5/11) L/V ditto. 1927 became *Minnesota* (A.T.L.) (*q.v.*). 1930 scrapped.
16. 1902 *Kroonland* (A)  
12,760. 560 × 60. S-2-4. 2S-T6-15 (Cramp). 1902 Antwerp-New York. 1916 ran for American Line, New York-Liverpool. 1920 (14/4) resumed sailings, Antwerp-Southampton-New York. 1923 (11/1) L/V ditto. 1923 transferred to American Line, New York-Hamburg. 1923 (Oct.) transferred to Panama Pacific Line, New York-San Francisco. 1927 scrapped.
17. 1902 *Finland* (A)  
12,760. Ditto. 1902 Antwerp-New York. 1916 ran for American Line, New York-Liverpool. 1920 (28/4) resumed sailings, Antwerp-Southampton-New York. 1923 (22/3) L/V ditto. 1923 transferred to American Line, New York-Hamburg. 1923 (Nov.) to Panama Pacific Line, New York-San Francisco. 1927 scrapped.
18. (1906) *Samland* (B)  
7,913. 490 × 58. S-1-4. 2S-T6-14 (New York S.B. Co.). Built 1903 as *Mississippi* (A.T.L.). 1906 Antwerp-Philadelphia. 1911-13 became *Belgic* (White Star); reverted to *Samland*. 1931 scrapped.
19. (1907) *Gothland* (B)  
7,755. 491 × 53. S-1-4. 2S-T6-14 (H. & W.). Built 1893 as *Gothic* (White Star). 1907 Antwerp-Philadelphia. 1911-13 became *Gothic* (White Star); reverted to *Gothland*. 1926 scrapped at Bo'ness.
20. 1909 *Lapland* (B-Br.)  
17,540. 606 × 70. S-2-4. 2S-Q8-17 (H. & W.). (I-450; II-400; III-1,500). Launched 1908 (27/6). 1909 (Apr.) M/V Antwerp-Dover-New York. 1914-19 ran for White Star, Liverpool-New York; latterly Southampton-New York. 1920 (3/1) resumed sailings, Antwerp-New York (tonnage 18,565). 1931 L/V ditto. 1932-33 employed on Mediterranean cruises. 1933 (Oct.) sold to Japan. 1934 scrapped.
- 20i. (1920) *Poland* (c) (Br.)  
6,849. 475 × 52. S-1-4. S-T3-13 (F. Withy). Built 1898 as *Victoria* (Wilson's & Furness-Leyland). 1898 became *Manitou* (A.T.L.). 1922 ran for White Star. 1925 became *Natale*; scrapped.

21. (1923) *Belgenland* (II) (Br.)  
 27,132. 670×78. 3-2-C. 3S-T8+ST-17 (H. & W.). (I-500; II-500; III-1,500).  
 Launched 1914 (31/12). 1917 became *Belgic* (White Star cargo steamer); two  
 funnels, three masts. 1923 (4/4) F/V as *Belgenland*, Antwerp-Southampton-  
 New York. 1932 (8/1) L/V ditto. 1935 became *Columbia* (Atl. Transport Co.  
 of W. Virginia). 1936 scrapped in Firth of Forth.
22. (1925) *Pittsburgh* (Br.)  
 (1926) *Pennland* (II)  
 16,322. 575×68. 2-2-C. 3S-T8+ST-15 (H. & W.). (Cabin 600; III-1,500;  
 later tourist added; finally tourist only.) Laid down for American Line. 1922-24  
 ran for White Star. 1925 (28/1) F/V Antwerp-Southampton-New York.  
 1926 (18/2) F/V as *Pennland* ditto. 1935 L/V ditto; sold to Arnold  
 Bernstein (*q.v.*). 1939 sold to Holland America Line (*q.v.*). 1941 (25/4)  
 bombed and sunk in Gulf of Athens.
- 22j. (1925) *Arabic* (c) (Br.)  
 16,786. 590×70. S-2-2. 2S-Q8-17 (Weser (Bremen) ). Built 1908 as *Berlin*  
 (N.D.L.). 1921 became *Arabic* (White Star). 1925 (16/3) F/V Antwerp-  
 Southampton-New York. 1929 (27/12) L/V ditto. 1931 scrapped in Italy.
- 22k. (1927) *Winifredian* (c) (Br.)  
 10,405. 552×59. S-1-4. S-T3-13 (H. & W.). Built 1899 for Leyland. 1927  
 F/V Antwerp-Southampton-New York. 1928 (23/3) L/V ditto. 1929 scrapped  
 in Italy.
- 22m. (1927) *Devonian* (c) (Br.)  
 13,507. 582×60. S-1-4. 2S-T6-14 (Hawthorn Leslie). Built 1902 as *Hano-*  
*verian* (Leyland). 1903 became *Mayflower* (Dominion). 1903 became *Cretic*  
 (White Star). 1923 became *Devonian* (Leyland). 1927 F/V Antwerp-South-  
 ampton-New York. 1928 (9/3) L/V ditto. 1929 scrapped at Bo'ness.
23. (1930) *Westernland* (II) (Br.)  
 16,314—details as (22). (Cabin 350; tourist 350; III-800; later tourist only.)  
 Built 1918 as *Regina* (Dominion), but ran for White Star until 1922. 1930 F/V  
 Antwerp-Southampton-New York. 1935 L/V ditto; sold to Arnold Bernstein.  
 (*q.v.*). 1939 sold to Holland America Line (*q.v.*). 1943 sold to British Admiralty.  
 1947 scrapped.
- 23n. (1932) *Minnetonka* (c) (Br.)  
 21,998. 601×80. 1-2-C. 2S-ST(SR)-16 (H. & W.). Built 1924 for A.T.L.  
 (Tourist 369). 1932 F/V Antwerp-Southampton-New York. 1934 (Nov.)  
 scrapped at Bo'ness.
- 23o. (1932) *Minnewaska* (c) (Br.)  
 21,716. Ditto. Built 1923 for A.T.L. 1932 F/V Antwerp-Southampton-New  
 York. 1934 (Nov.) scrapped at Port Glasgow.

NOTES: (A)—U.S.-flag steamer.  
 (B)—Belgian-flag steamer.  
 (Br.)—British-flag steamer.

FUNNEL: (a) 1873. Buff with red star; black top.  
 (b) 1893. Black; white band.

FLAG: White swallow-tailed pennant with red star.



## Chapter 84

1873

NEDERLANDSCH-AMERIKAANSCH- STOOMVAART  
MAATSCHAPPIJ  
(HOLLAND AMERICA LINE)  
(DUTCH)

THE NEDERLANDSCH-AMERIKAANSCH- STOOMVAART MAATSCHAPPIJ, better known as the HOLLAND AMERICA LINE, owes its origin to a parent concern, Plate, Reuchlin & Co. (chapter 82), which was founded on February 8th 1871 and started operations between Rotterdam and New York on October 15th 1872, with the 1,700 ton iron screw *Rotterdam*. A sister ship, the *Maas*, followed.

Before many months had passed it became evident that Plate, Reuchlin & Co. had insufficient capital to continue the service. It was decided, therefore, to form a joint stock company, the Nederlandsch-Amerikaansche Stoomvaart Maatschappij, to take over their assets and liabilities, and on April 18th 1873 the Holland America Line, as we know it, was well and truly founded. One of the principal shareholders was W. A. Scholten, who was appointed to the board of directors.

The *Rotterdam* and *Maas* continued their sailings without interruption, and with the increased resources now available the Company placed orders for the 2,500 ton *P. Caland* and *W. A. Scholten*, which were completed in the autumn of 1874, and exceeded the earlier ships in length by no less than 95 feet. In theory the length of the ships was still restricted by the length of the Voorne Canal locks, through which the ships had to pass to get from Rotterdam to the North Sea, or vice versa. The construction of the "New Waterway" was, however, making good progress under the direction of P. Caland and was expected before long to be ready for the largest ships. It was decided in the meanwhile to disregard the limitations imposed by the canal locks, to use lighters for loading or unloading part of the cargo at Brouwershaven or Flushing and let the ships pass through open lock gates at high water.

The years 1875-77 were difficult ones for all North Atlantic lines. The Holland America Line incurred serious trading losses and prospects for the future were not encouraging, particularly as it was discovered in the spring of 1876 that the New Waterway was silting up. Work on it was more or less suspended for about five years. Towards the end of 1877, however, trading conditions began to improve, and a syndicate was formed to acquire the 2,200 ton *San Marcos*, which was chartered to the Holland America Line, renamed *Schiedam* and eventually purchased by them.

The payment of a dividend of five per cent during the years 1878-79 enabled the Company to increase their capital. Further

building orders were accordingly placed, and the first of the new steamers was named *Amsterdam* in appreciation of the support given by the inhabitants of that city. The 3,000 ton *Edam* (I) and *Zaandam* (I) followed, the latter being the first Dutch-built unit of the fleet.

The possibility of starting a rival service from Amsterdam to New York had been contemplated shortly after the Holland America Line's foundation, but for various reasons the matter had been left in abeyance. When it was reconsidered in 1880 the Holland America Line was invited to participate, but after careful consideration decided not to do so. The outcome was that the Royal Netherlands Steamship Company started their own passenger and cargo service between Amsterdam and New York, and during its first year of operation, 1881, landed nearly 10,000 passengers at New York, an average of 550 a voyage. The Holland America total for the Rotterdam route was 16,000 spread over 37 voyages—an average of 435 a voyage.

In February 1882 the Holland America Line called a special general meeting to consider what steps should be taken to meet the new competition and to discuss the unsatisfactory condition of the New Waterway. It was decided to start an opposition service from Amsterdam to New York. The first sailing was taken by the *Edam* in April 1882 with a record cargo of 3,000 tons, her draught being 22 feet as compared with the maximum of 17 feet practicable on the Rotterdam route. She was followed by the *Zaandam*, *Amsterdam* and *Schiedam*, leaving the four oldest units to take care of the Rotterdam–New York service. Nevertheless, the Royal Netherlands Company again took the lead. During the year 1882 they carried over 15,000 passengers to New York on 34 voyages, whereas the Holland America Line carried less than 6,000 from Amsterdam on 16 voyages plus about 12,000 from Rotterdam on 30 voyages.

Had this cut-throat competition continued it might well have put both companies out of business. Fortunately they were far-sighted enough to realise the danger, and after a series of discussions it was arranged, early in 1883, that the Holland America Line should take over the Royal Netherlands Company's New York service for a period of ten years, a condition being that they would provide an equal number of sailings on each route. This step was taken just in time as trade conditions went from bad to worse. In 1885 the west-bound passenger total for both routes was only 7,400—less than a quarter of the 1882 total.

The Company suffered its first disaster in 1882, when the *Edam* was sunk in collision. During the two succeeding years the *Rotterdam* and *Amsterdam* were wrecked and the *Maasdam* (ex-*Maas*) destroyed by fire. In the meanwhile the Company purchased the 2,800 ton *Leerdam*, and placed an order for the 3,100 ton *Edam* (II), which was completed in 1883. She was the first steel North Atlantic liner to be built outside the United Kingdom.

The low state of the Company's finances did not justify the



building of further steamers, but additional tonnage was badly needed and in 1886 the 3,300 ton *British Empire* was acquired on advantageous terms and renamed *Rotterdam* (II). She had been built by Harland & Wolff of Belfast in 1886 and was so successful that within three or four years no fewer than six additional second-hand products of the same firm were purchased. The new acquisitions were the *Amsterdam* (II) (ex-*British Crown*), *Veendam* (ex-*Baltic*), *Maasdam* (II) (ex-*Republic*), *Spaarndam* (ex-*Arabic*), *Obdam* (ex-*British Queen*) and *Werkendam* (ex-*British King*). A further disaster had taken place in November 1887 when the *W. A. Scholten* was sunk in collision in the English Channel with heavy loss of life.

The Company decided in 1888 that their steamers should call at Boulogne to cater for passengers to and from France, and for British passengers in connection with the daily cross-channel service. Later in the year a new service was started from Rotterdam to Brazil and the River Plate with several of the older steamers, pending the completion of two steamers specially designed for the trade. The service was, however, withdrawn in December 1890 as a financial crisis occurred in the Argentine, bringing immigration virtually to a standstill. The 2,700 ton *Didam* and *Dubbeldam* were employed for a time between Rotterdam and Baltimore, but results were disappointing and they were sold in 1895.

The ten years' agreement between the Holland America Line and the Royal Netherlands Company expired in 1893. By this time the condition of the New Waterway had improved so greatly that the largest ships could proceed without difficulty to and from Rotterdam. In consequence, sailings on the Rotterdam-New York route were increased to the detriment of the Amsterdam-New York service, which was, however, continued in a small way until the turn of the century.

The Company had suffered a heavy trading loss in 1894, but conditions improved considerably during the second half of 1895, and having some money in hand from the sale of the *Didam* and *Dubbeldam* they took the bold step of ordering a twin-screw steamer of over 8,000 tons. She was named *Rotterdam* (III), the earlier ship of that name having in the meanwhile been christened *Edam* (III) (the *Edam* (II) had been sunk in collision near the Isle of Wight some weeks previously). The *Rotterdam* was the first new unit of the fleet to be built by Harland & Wolff. Before she entered service, in 1897, business had improved to such an extent that an even larger ship, the 10,000 ton *Statendam*, was ordered from the same firm.

Many of the older units of the Company's fleet were disposed of during 1898-99, namely, the *P. Caland*, *Schiedam*, *Zaandam*, *Obdam* and *Edam* (III), and the *Veendam* foundered in the North Atlantic after striking a submerged wreck. In consequence the fleet was reduced to the *Statendam*, *Rotterdam*, *Spaarndam*, *Werkendam*, *Maasdam* and *Amsterdam*. The two last-named had been fitted with triple-expansion engines some years previously.

By the end of 1898 the Company were in the happy position of

having made good all their previous losses and of declaring a dividend of six per cent on the previous year's working. For the first time for many years the shares stood at a premium, and the time was therefore ripe for a long-needed increase of capital. New shares to the value of two million guilders and two and a half million guilders worth of debentures were issued. This sum, together with the proceeds from the sale of ships, was available for a new programme of construction and orders were placed for three 12,000 ton ships. The *Potsdam* was delivered by Blohm & Voss of Hamburg in 1900, and the *Rijndam* and *Noordam* by Harland & Wolff in 1901-02.

The turn of the century coincided with an entirely new phase of the Company's activities, namely, the introduction of various purely freight services, which with very few exceptions were undertaken by steamers having names ending in "*dijk*", to distinguish them from the passenger steamers ending in "*dam*". To start with, a fortnightly service between Amsterdam and Newport News was operated with chartered steamers, which were replaced in 1901-02 by the newly-built 6,500 ton *Amsteldijk*, *Sloterdijk* and *Soestdijk*. A service to Boston and Philadelphia followed in 1906. Three years later a service from Rotterdam to Baltimore replaced that of the British-owned Neptune Line, which had recently been acquired by Furness Withy, several of the ex-Neptune ships being acquired by the Holland America Line and suitably renamed. A further development in 1909 was a joint service to Canada by the Hamburg American, Norddeutscher Lloyd, Red Star and Holland America Lines from Hamburg, Bremen and Rotterdam. In addition the Holland America Line started a service from Rotterdam to Savannah in 1911, and to Cuba and Mexico in 1912.

The Holland America Line was one of many important concerns to come under the influence of the International Mercantile Marine Company in 1902, but whereas most of the others were wholly acquired by this combine they were only involved to the extent of 51 per cent of their share capital, which was nominally purchased by Harland & Wolff, another of the component companies. At a later date Harland & Wolff sold one half of their holding to the I.M.M. Company and the other half was divided between the Hamburg American Line and the Norddeutscher Lloyd, both of which had a close understanding with the combine.

The 17,000 ton *Nieuw Amsterdam* was ordered from Harland & Wolff in 1905, when the last of the old-timers, the *Amsterdam* (II), was withdrawn from service and scrapped. In addition, the *Rotterdam* (III), the first of the twin-screw ships, was sold to the Scandinavian-American Line as soon as the *Nieuw Amsterdam* was commissioned.

The success of the *Nieuw Amsterdam* encouraged the Company to place an order for the 24,000 ton *Rotterdam* (IV), which was delivered in 1908 and for many years was the largest unit of the Dutch mercantile marine. She differed from most of the large ships turned out by Harland & Wolff at this time by having two masts



instead of four, and was the first North Atlantic liner to have a glass-enclosed promenade deck. The *Rotterdam*, *Nieuw Amsterdam*, *Potsdam*, *Rijndam*, *Noordam* and *Statendam* were more than capable of maintaining a weekly service between Rotterdam and New York, and in consequence the *Statendam* was sold. At about the same time an order was placed with Harland & Wolff for a second *Statendam* of over 30,000 tons.

The *Rotterdam* called at Plymouth for the first time on August 17th 1910 *en route* from New York to Boulogne and Rotterdam and before long the Company arranged for their steamers to make a weekly call there, outwards and homewards.

During the ten years 1904-13 the Company had paid an average dividend of  $12\frac{3}{4}$  per cent. This splendid accomplishment was a clear indication not only that the new passenger steamers had justified themselves but that the new cargo services had met with a full measure of success.

World War I gave rise to many operational difficulties in connection with the Company's ships, but resulted in greatly increased profits. The *Rotterdam*, *Nieuw Amsterdam*, *Noordam*, *Rijndam* and *Potsdam* all took part in the New York service during the early stages of the conflict, but the *Potsdam* was sold in 1915 and in the following year it was deemed prudent, on account of the risks from submarines and mines, to lay up the *Rotterdam*. In any event she was primarily a passenger ship, whereas the current demand was for cargo ships.

By this time the 32,200 ton *Statendam* (II) was in an advanced stage of construction. After much discussion she was commandeered by the British Government, renamed *Justicia*, and ran for the White Star Line until July 1918, when she was torpedoed and sunk by a German submarine.

Soon after the United States entered the war in 1917 the *Rijndam* was chartered to the American Government as a troopship. The *Rotterdam* was still laid up and the *Noordam* under repair after striking a mine. The *Nieuw Amsterdam* was, therefore, the only passenger ship still in commission for the Company, but a number of cargo steamers had been chartered or purchased.

The Company's financial success during the war years was such that a dividend of 50 per cent was paid in 1915, 55 per cent in 1916, 25 per cent in 1917, 40 per cent in 1918, followed by 50 per cent in 1919, the first post-war year. Equally satisfactory was the fact that in the spring of 1915 the Company was able to buy back the shares that had been held for some years by the Hamburg American Line and Norddeutscher Lloyd, and in 1917 the I.M.M. Company agreed to dispose of their holding. Once again the Holland America Line had become a purely Dutch concern.

The Company was naturally anxious to resume its passenger service as soon as possible after the Armistice, and the *Rotterdam* left her home port for New York in February 1919, followed at

intervals by the other ships. For a time a call was made at Brest to cater for American repatriates, and the ships put in also at Falmouth, as they had done during part of the war period. A little later the pre-war call at Boulogne was substituted for Brest, and Plymouth for Falmouth, but in 1923 the complete itinerary became Rotterdam-Boulogne-Southampton-New York-Plymouth-Boulogne-Rotterdam. The cargo services to Baltimore, Philadelphia, Savannah and Canada were not resumed. Instead, the Cuba/Mexico service was considerably augmented, and in due course a joint service to the North Pacific Coast via the Panama Canal was established in conjunction with the Royal Mail Steam Packet Company.

During the years 1921-22 a new series of passenger and cargo steamers was completed in Holland for the Cuba/Mexico service. They were the 8,800 ton *Maasdam* (III), *Edam* (IV), *Leerdam* (II), and *Spaarndam* (II), and after rebuilding in 1934 were employed fairly extensively between Rotterdam and New York or Baltimore. In addition, ten new "*Dijk*" steamers were built in Holland for the Company's cargo services, three in the United Kingdom and three ex-German ships were handed over to the Company in compensation for war losses.

Owing to the loss of the *Statendam* (II) and the sale of the *Potsdam* the Company was short of tonnage on the New York route, and of the available ships two were 20 years old. A new *Statendam* was accordingly laid down at Belfast, and two medium-size ships, the 15,000 ton *Volendam* and *Veendam*, were completed at Glasgow in 1922-23. The New York service was subsequently undertaken by these two newcomers together with the *Rotterdam*, *Nieuw Amsterdam* and *Rijndam*. The *Noordam* was chartered to the Swedish America Line for two years.

The United States immigration restrictions were largely responsible for a serious slump on the North Atlantic, the effects of which began to be felt before the *Volendam* and *Veendam* were placed in service. For this reason work on the *Statendam* (III) was slowed down and she was not launched until 1924. At this stage work was suspended entirely until 1927, when the Netherlands Government intervened, the result being that the ship was towed to Rotterdam, there to be completed by Wilton's Slipway & Engineering Company. She eventually left Rotterdam in April 1929 on her maiden voyage to New York. With her three funnels she resembled in appearance her predecessor of the same name except that she had a cruiser stern, but she was appreciably smaller, her tonnage being 28,300.

The *Noordam* had been sold in 1927. The *Rijndam* was scrapped in 1930 and the *Nieuw Amsterdam* in 1932.

When first placed in commission the *Statendam* catered for first, second, tourist third cabin and third class passengers. The second class accommodation on the Company's other New York steamers had already been turned over to tourist, and in 1931 the *Statendam* herself discontinued carrying second class. During the



same year the official description "tourist third cabin" was changed to "tourist class". At a later date the first class accommodation on all the ships was renamed "cabin" in accordance with the prevailing custom on the North Atlantic.

In spite of extremely difficult conditions during the 1930's the Company continued to pursue a progressive policy, and decided in January 1936 to lay down a new liner, the 36,000 ton *Nieuw Amsterdam* (II), which was launched by the Rotterdam Dry Dock Company on April 10th 1937 and entered service a year later. She was and is the largest ship in the Dutch mercantile marine, and the largest twin-screw steamer ever built.

Two further passenger liners of an entirely new type were placed in service in 1938-39. They were motor ships of 11,000 tons, were named *Noordam* (II) and *Zaandam* (II), and had the unusual feature of catering exclusively for tourist class passengers in cabins with private bath or shower.

Although Rotterdam had had a virtual monopoly of the passenger and freight traffic between Holland and New York since the abandonment of the Company's Amsterdam-New York service in 1899-1900, intense rivalry continued to exist with the Belgian port of Antwerp. The principal line trading between Antwerp and New York, the Red Star Line, fell into a decline during the early 1930's, and its two remaining ships, the *Westernland* and *Pennland* were sold to Arnold Bernstein of Hamburg for continued employment in the same trade. In June 1939 the Holland America Line purchased the *Westernland* and *Pennland* together with the rights to the Antwerp-New York service, on which they continued to run.

At the outbreak of World War II in September 1939 the Company continued to operate their Rotterdam-New York service, which was somewhat handicapped by delays due to the requirements of the British Contraband Control. The old *Rotterdam*, built in 1908, was one of the ships employed, but was sold to Dutch shipbreakers in December 1939.

When Holland was invaded in May 1940 the *Statendam*, *Veendam* and several of the Company's cargo steamers were in Rotterdam. The *Statendam* was set on fire to avoid capture and totally destroyed, and the *Veendam* damaged. At the end of the war she was lying in a German port, and in January 1946 was taken to Rotterdam for reconditioning. The *Noordam*, *Zaandam* and two of the cargo steamers plied between Java and New York until the early part of 1942. The *Nieuw Amsterdam*, *Volendam*, *Pennland* and *Westernland* were chartered to the British Ministry of War Transport and placed under the control of Cunard-White Star. The *Pennland* was bombed and sunk by the Germans in the Gulf of Athens in May 1941, and the *Volendam* torpedoed in September 1940, but she was beached and subsequently reconditioned in time to perform further useful service.

The Company's flagship, the *Nieuw Amsterdam*, carried tens of thousands of allied troops to and from many different spheres of

operations and came through safely. The *Westernland* was another survivor, but did not return to the Company at the conclusion of hostilities and has since been scrapped. Further losses were the Cuba/Mexico steamers *Maasdam* and *Spaarndam*, the *Zaandam* and the 12,000 ton *Zuiderdam*, which was under construction at the outbreak of war, was scuttled when Holland was invaded and has since been scrapped.

The Company's North Atlantic service was resumed in June 1946, when the *Westerdam*, which had been laid down in September 1939 and sabotaged several times during the German occupation, sailed on her maiden voyage from Rotterdam to New York. The *Noordam* followed a month later and the *Veendam* and *Volendam* in 1947. Finally, the *Nieuw Amsterdam* sailed on October 1947. All except the *Volendam* had been extensively reconditioned. The *Nieuw Amsterdam* carried first, cabin and tourist passengers, the numbers in each case being approximately the same as those in the three differently-named classes before the war. The *Veendam* carried first and tourist; the *Westerdam* and *Noordam* first only. The *Volendam* had only been partly reconditioned, and was employed as a one-class ship.

During the years 1946-50 the Company purchased 16 American-built cargo steamers besides two more cargo steamers from the Netherlands Government, and two were built to the Company's order by Harland & Wolff.

The keel was laid in December 1949 by Wilton-Feyenoord of Schiedam of the cargo-passenger liner *Dinteldyk* for the North Pacific coast service. Four months later it was decided that she should be completed as a passenger ship, and she was launched in December 1950 as the *Ryndam*. She sailed from Rotterdam via Havre and Southampton to New York in July 1951 and caters primarily for tourist class passengers, her first class accommodation being limited to 39 berths. Her tonnage is 15,000. A sister ship, the *Maasdam* (IV), joined her in August 1952.

The *Volendam* made her last voyage in 1951 and the *Veendam* in 1953, both having subsequently been scrapped, as have the *Leerdam* and *Edam*, which since the war had been running between Rotterdam and Baltimore.

The disposal of the *Veendam* was made practicable by the placing of an order in the autumn of 1953 for a ship of some 21,000 tons, which is expected to be ready for service by the end of 1956. She will carry 900 first and tourist passengers, and will be air-conditioned throughout. It is anticipated that in due course a considerably larger ship will be built to act as a consort to the *Nieuw Amsterdam*.

The Company's ships now call at Havre instead of Boulogne. About once a month a call is made outwards and homewards at Cobh, and occasionally, outwards only, at Halifax.

---

For several years past the Netherlands Ministry of Transport



have employed the ex-"Victory" ships *Zuiderkruis*, *Groote Beer* and *Waterman* ("Southern Cross", "Great Bear" and "Aquarius") for the carriage of emigrants to various parts of the world, including Canada and the U.S.A., and sometimes American students from New York or Quebec to Europe and back, and more recently the ex-Nederland Line *Johan van Oldenbarnevelt* and the ex-Rotterdam Lloyd *Sibajak*. When running on the North Atlantic they are operated by the Holland America Line on behalf of the Netherlands Government. Being Government transports they are not subject to North Atlantic Passenger Conference regulations; the standards of accommodation and cuisine are not up to those of tourist class on Holland America Line ships.

1. (1873) *Rotterdam* (I)  
1,694. 255 × 35. S-1-2. I-S-C4-10 (Henderson Coulborn). (I-8; III-288). Launched 1872 (6/6) for Plate, Reuchlin & Co. (*q.v.*). 1873-83 Rotterdam-New York service. 1883 (26/9) wrecked off Dutch coast (0).
2. (1873) *Maas*  
(1883) *Maasdam* (I)  
1,705. Ditto. (I-8; III-288). Launched 1872 (19/8) for Plate, Reuchlin & Co. (*q.v.*). 1873-84 Rotterdam-New York service. 1884 (24/10) burnt at sea (0).
3. 1874 *W. A. Scholten*  
2,529. 351 × 38. C-1-3. I-S-C2-10 (Napier). (I-50; III-600). Launched 1874 (16/2). 1874-87 Rotterdam-New York. 1887 (19/11) collision with *Rosa Mary* in English Channel (132).
4. 1874 *P. Caland*  
2,540. 350 × 38. C-1-3. I-S-C2-10 (Napier). (I-50; III-600). 1891 (15/4) collision with *Glamorgan*; latter sunk. 1898 became *Ressel* (Cosulich). 1899 *Caramanie* (French). 1910 (March) scrapped.
5. (1877) *Schiedam* (c)  
(1880) *Schiedam*  
2,236. 301 × 39. S-1-2. I-S-C2-10 (McMillan). Built 1874 as *San Marcos*. 1877 F/V Rotterdam-New York. 1882 onwards mainly Amsterdam-New York. 1897 became *Miramar* (Cosulich). 1903-04 no trace.
6. 1880 *Amsterdam* (I)  
2,949. 320 × 39. S-1-2. I-S-C2-10 (McMillan). (I-46; III-648). 1880 M/V Rotterdam-New York. 1882-84 mainly Amsterdam-New York. 1884 (30/7) wrecked off Cape Sable.
7. 1881 *Edam* (I)  
2,950. Ditto. (I-46; III-648). 1881 (29/10) M/V Rotterdam-New York. 1882 (8/4) F/V of Company Amsterdam-New York. 1882 (21/9) collision with *Lepanto* (Wilson) off Sandy Hook (2).
8. 1882 *Zaandam* (I)  
3,063. 328 × 39. S-1-2. I-S-C2-10 (Nederlandsch Stoomvaart (Rotterdam)). (I-50; III-424). 1882 onwards mainly Amsterdam-New York. 1897 became *Styria* (Austro-Americana). 1903 (approx.) *Julia Luckenbach* (Luckenbach.) 1913 (3/1) sunk in collision.

9. (1882) *Leerdam* (I)  
2,796. 322×40. S-1-2. I-S-C2-10 (ditto). (I-44; III-392). Built 1881 as *De Nederlander* (Dutch). 1889 (Dec.) sunk in collision in North Sea (0).
10. 1883 *Edam* (II)  
3,130. 328×41. S-1-2. S-S-C2-12 (ditto). (I-50; III-424). 1883-95 mainly Amsterdam-New York. 1895 (19/9) collision with *Turkistan* in English Channel (0).
11. (1886) *Rotterdam* (II)  
(1896) *Edam* (III)  
3,329. 390×38. S-1-4. I-S-C4-12 (Harland & Wolff). (I-70; III-850). Built 1878 as *British Empire* (Br. Shipowners) (see American Line). 1886-99 mainly Amsterdam-New York. 1899 sold to Italy.
12. (1887) *Amsterdam* (II)  
3,629. 410×39. S-1-4. I-S-C4-12 (Harland & Wolff). (I-94; III-638). Built 1880 as *British Crown* (Br. Shipowners) (see American Line). 1887-1902 Rotterdam-New York. 1893 triple expansion engines. 1905 became *Amsterda* (Italian); scrapped.
13. (1888) *Veendam* (I)  
3,707. 420×41. S-1-4. I-S-C4-14 (Harland & Wolff). Built 1871 as *Baltic* (White Star) (*q.v.*). 1888-98 Rotterdam-New York. 1890 triple expansion engines. 1898 (6/2) foundered after striking submerged wreck (0).
14. (1889) *Obdam*  
3,245. 410×40. S-1-4. S-S-C4-12 (Harland & Wolff). Built 1881 as *British Queen* (Br. Shipowners) (see American Line). 1889-98 Rotterdam-New York. 1890 triple expansion engines. 1898 became *McPherson* (U.S. Govt.), later *Brooklyn* (Zotti) (*q.v.*), later *S. V. Luckenbach* (U.S.), later *Onega* (U.S.). 1918 (30/8) torpedoed in English Channel.
15. (1889) *Werkendam*  
3,657. 410×39. S-1-4. S-S-C4-12 (Harland & Wolff). Built 1881 as *British King* (Br. Shipowners) (see American Line). 1889-99 Rotterdam-New York. 1900 became *Harbin* (Chinese Eastern Rly). 1904 (Mar.) scuttled by Russians at Port Arthur.
16. (1889) *Maasdam* (II)  
3,984—details as (13). Built 1872 as *Republic* (White Star) (*q.v.*). 1889-1901 Rotterdam-New York. 1890 triple exp. engines. 1902 became *Vittoria* (Italian). 1902 *Città di Napoli* (La Veloce) (*q.v.*). 1910 scrapped.
17. (1890) *Spaarndam* (I)  
4,539. 428×42. S-1-4. S-S-C4-13 (Harland & Wolff). Built 1881 as *Arabic* (White Star) (*q.v.*). 1890-1901 Rotterdam-New York. 1901 scrapped at Preston.
18. 1891 *Didam*  
2,751. 332×40. S-1-2. S-S-T3-12 (Nederlandsch Stoomvaart (Rotterdam)). (I-44; III-464). Built for S. American service but ran Amsterdam or Rotterdam-New York or Baltimore. 1895 became *Santarensen* (Booth). 1897-98 no trace.
19. 1891 *Dubbeldam*  
2,700. 329×40. S-1-2. S-S-T3-12 (Bonn & Mees (Rotterdam)). (I-40; III-464). Details as (18). 1895 became *Madeirensen* (Booth). 1913-14 no trace.



20. 1897 *Rotterdam* (III)  
8,302. 470 × 53. S-1-2. S-2S-T6-14 (Harland & Wolff). (I-200; II-150; III-2,000). Launched 1897 (18/2). 1897 (Aug.) M/V Rotterdam-New York. 1906 (Apr.) became *C. F. Tietgen* (Scandinavian American) (*q.v.*). 1913 *Dwinsk* (Russian American) (*q.v.*). 1918 (18/6) torpedoed 400 miles from Bermuda.
21. 1898 *Statendam* (I)  
10,491. 515 × 60. S-1-2. S-2S-T6-14 (Harland & Wolff). 1898 (Aug.) M/V Rotterdam-New York. 1911 became *Scotian* (Allan) (*q.v.*). 1922 *Marglen* (Canadian Pacific) (*q.v.*). 1927 scrapped in Italy.
22. 1900 *Potsdam*  
12,606. 550 × 62. 1-2. 2S-T6-15 (Blohm & Voss). (I-282; II-210; III-1,800). 1900 (17/5) M/V Rotterdam-New York. 1915 became *Stockholm* (Swedish American) (*q.v.*). 1929 *Solglimt* (Norwegian floating whale factory). 1944 sunk at Cherbourg by Germans.
23. 1901 *Rijndam*  
12,340. Ditto. (Harland & Wolff). (I-286; II-196; III-1,800). 1901 (10/10) M/V Rotterdam-New York. 1918-19 requisitioned by U.S. Govt. for transport service. 1919 (autumn) resumed commercial service. 1929 (Jan.) sold; scrapped in Holland.
24. 1902 *Noordam* (I)  
12,531. Ditto. (Harland & Wolff). (I-286; II-192; III-1,800). 1902 (1/5) M/V Rotterdam-New York. 1917 laid up after mine damage. 1919 (March) F/V after Armistice Rotterdam-Brest-Falmouth-New York. 1923 became *Kungsholm* (Swedish American-chartered). 1925 reverted to *Noordam*. 1927 sold; 1928 scrapped in Holland.
25. 1906 *Nieuw Amsterdam* (I)  
16,967. 600 × 69. 1-4. 2S-Q8-16 (Harland & Wolff). (I-417; II-391; III-2,300). 1906 (7/4) M/V Rotterdam-New York. 1932 (11/3) L/V Rotterdam-Boulogne-Southampton-New York. 1932 sold; scrapped in Japan.
26. 1908 *Rotterdam* (IV)  
24,149. 650 × 77. 2-2. 2S-Q8-17 (Harland & Wolff). (I-520; II-555; III-2,500). 1908 (13/6) M/V Rotterdam-New York. 1916-18 laid up at Rotterdam. 1919 (Feb.) F/V after Armistice Rotterdam-New York. 1940 scrapped in Holland.
- ——— *Statendam* (II)  
32,120. (Never ran for Company—see *Justicia* (White Star).)
27. 1921 *Maasdam* (III)  
8,812. 450 × 58. 2-2. S-ST(DR)-13 (Feyenoord (Rotterdam)). (Cabin 174; III-800). Built for Rotterdam-Cuba-Mexico service, but after 1934 made some Rotterdam-New York or Baltimore voyages. 1934 rebuilt with one funnel (Cabin 30; III-60). 1941 (26/6) torpedoed by German submarine (2).
28. 1921 *Leerdam* (II)  
8,854. Ditto. (Nieuwe Waterweg (Schiedam)). (Further details as (27)). 1952 (Dec.) L/V Baltimore-Rotterdam. 1954 sold; scrapped in Japan.
29. 1921 *Edam* (IV)  
8,871. Ditto. (de Schelde (Flushing)). (Further details as (27)). 1953 laid up at Rotterdam. 1954 sold; scrapped at Hong Kong.

30. 1923 *Spaarndam* (II)  
8,857. Ditto. (Nieuwe Waterweg (Schiedam) ). Further details as (27), but 1931-34 laid up at Rotterdam. 1939 (27/11) sunk by magnetic mine at mouth of River Thames (5).
31. 1922 *Volendam*  
15,434. 550 × 67. 2-2-C. 2S-ST(SR)-15 (Harland & Wolff (Glasgow) ). (I-263; II-436; III-1200). Purchased on stocks. 1922 (4/11) M/V Rotterdam-Boulogne-Plymouth-New York. 1940 (30/8) torpedoed; beached on Isle of Bute. 1951 (Nov.) L/V New York-Rotterdam. 1952 sold; scrapped in Holland.
32. 1923 *Veendam* (II)  
15,450. Ditto. (I-262; II-436; III-1200). Purchased on stocks. 1923 (18/4) M/V Rotterdam-Boulogne-Plymouth-New York. 1940 (May) slight damage at Rotterdam; seized by Germans. 1946 reconditioned at Amsterdam (I-223; tourist 363). 1947 (Jan) F/V resumed Rotterdam-New York. 1953 (30/10) L/V Rotterdam-New York; sold. 1953 scrapped by Bethlehem Steel Corp., Baltimore.
33. 1929 *Statendam* (III)  
29,511. 670 × 81. 3-2-C. 2S-ST(SR)-19 (Harland & Wolff). (I-510; II-344; TTC-374; III-426). Laid down 1921; launched 1924 (11/9); left Belfast 1927 (13/4) for completion by Wilton (Schiedam). 1929 (11/4) M/V Rotterdam-Boulogne-Southampton-New York. 1939 (Sept.) laid up at Rotterdam. 1940 (May) set on fire to avoid capture; total loss.
34. 1938 *Nieuw Amsterdam* (II)\*  
36,287. 714 × 88. 2-2-C. 2S-ST(SR)-21. (Rotterdam Drydock Co. (Rotterdam) ). (Cabin 556; tourist 455; III-209). Laid down 1936 (3/1); launched 1937 (10/4). 1938 (10/5) M/V Rotterdam-Boulogne-Southampton-New York. 1946-47 reconditioned (I-552; cabin 426; tourist 209). 1947 (29/10) F/V after war, Rotterdam-New York.
35. 1938 *Noordam* (II)\* (M/S)  
10,726. 481 × 64. 1-2-C. 2S-2SC.SA-16 (Smit (Rotterdam) ). (Tourist 160). 1938 (28/9) M/V Rotterdam-New York. 1946 (July) F/V resumed ditto (I-148).
36. 1939 *Zaandam* (II) (M/S)  
10,909. 481 × 64. 1-2-C. 2S-2SC.DA-16. (Wilton-Feyenoord (Schiedam) ). (Tourist 160). Projected as *Schiedam*. 1939 (7/1) M/V Rotterdam-New York. 1942 (2/11) torpedoed off Brazil (130).
37. (1939) *Pennland*  
16,381. 575 × 68. 2-2-C. 3S-T8 & ST-15 (Harland & Wolff). Built as *Pittsburgh* (see White Star). 1939 (June) Antwerp-Southampton-New York service. 1941 (25/4) bombed and sunk in Gulf of Athens.
38. (1939) *Westernland*  
16,479. Ditto. Built 1918 as *Regina* (Dominion) (*q.v.*). 1939 (June) Antwerp-Southampton-New York service. 1942 (Nov.) taken over by British Admiralty as repair ship. 1947 (July) scrapped in U.K.
- — *Zuiderdam* (M/S)  
12,150—details as (35). (Wilton-Feyenoord (Schiedam) ). (Never ran for Company). 1944 (22/9) sunk as blockship in New Waterway. 1946 (15/11) salvaged but beyond repair. 1948 scrapped in Belgium.



39. 1946 *Westerdam* (M/S)\*  
12,149. 496 × 66. 1-2-C. 2S-2SC.DA-16 (ditto). (I-134). Laid down 1939 (1/9)  
1946 (June) M/V Rotterdam-New York (1st post-war voyage of Company).
40. 1951 *Ryndam*\*  
15,015. 475 × 69. 1-2-C. 2S-ST(DR)-16 (ditto). (I-39; tourist 854). Laid  
down 1949 (17/12) as *Dinteldyk* (cargo steamer). Launched 1950 (19/12).  
1951 (16/7) M/V Rotterdam-New York.
41. 1952 *Maasdam* (IV)\*  
15,024. Ditto. (I-39; tourist 842). Laid down 1950 (19/12). Launched 1952  
(5/4). 1952 (11/8) M/V Rotterdam-New York.
42. ——— *.....dam*  
21,000. (Wilton-Feyenoord (Schiedam)). (I; tourist). Building.

FUNNEL: (a) 1873. Black; green-white-green bands.  
(b) 1898. Buff; green-white-green bands.

FLAG: Green-white-green horizontal stripes; black "N.A.S.M." on the white.

#### NETHERLANDS GOVERNMENT SHIPS

(Operated by the Holland America Line when employed on the North Atlantic.)

- A. (1951) *Zuiderkruis*\*  
9,126. 440 × 62. 1-2-C. S-ST(DR)-15 (Oregon S.B. Corp. (Portland, Ore.) ).  
(One class, 900). Built 1944 as *Cranston Victory*. 1951 (July) F/V Rotterdam-  
Quebec. (Has subsequently made a number of voyages from Rotterdam to  
Quebec or New York.)
- B. (1952) *Groote Beer*\*  
9,140. Ditto. (Permanente Metals Corp. (Richmond, Calif.) ). (One class,  
900). Built 1944 as *Costa Rica Victory*. 1952 (July) F/V Rotterdam-Quebec-  
New York-Rotterdam. (Has subsequently made a number of voyages from  
Rotterdam to Quebec or New York.)
- C. (1954) *Waterman*\*  
9,124. Ditto. (Oregon S.B. Corp. (Portland, Ore.) ). (One class, 900). Built  
1945 as *La Grande Victory*. (Has made a number of voyages from Rotterdam  
to Quebec or New York.)
- D. (1954) *Sibajak* (M/S)  
12,342. 507 × 63. 1-2-C. 2S-2SC.SA-17 (de Schelde (Flushing) ). (One class,  
1,000). Built 1927 for Rotterdam Lloyd. 1954 (5/5) F/V Rotterdam-Halifax-  
New York.
- E. (1954) *Johan Van Oldenbarnevelt* (M/S)  
19,787. 588 × 75. 2-2-C. 2S-2SC.SA-19 (Nederlandsche Scheepsbouw  
(Amsterdam) ). (One class, 1,000). Built 1930 for Nederland Line. 1954  
(29/6) F/V Rotterdam-Quebec.

\* Still in service.

## Chapter 85

1873-1923

## AMERICAN LINE

American Steamship Company  
 International Navigation Company (of Philadelphia)  
 International Navigation Company (of New Jersey)  
 International Mercantile Marine Company  
 (UNITED STATES)

---

International Navigation Company Ltd. (of Liverpool)  
 (BRITISH)

WHEN the AMERICAN LINE, or to use its full title, the AMERICAN STEAMSHIP COMPANY, started operations in 1873 it was warmly welcomed in the United States as at that time the virtual disappearance of the "Stars and Stripes" from the North Atlantic was a sad blow to national pride.

A substantial part of the Company's capital of 2½ million dollars was subscribed by the Pennsylvania Railroad, which had recently contemplated the purchase of the Anchor Line and the transfer of its American terminal from New York to Philadelphia, then the Atlantic railhead of the Pennsylvania system. When these negotiations fell through, the Railroad decided to support the ambitious scheme put forward by Clement A. Griscom, a partner in the shipping firm of Peter Wright & Sons, to establish a first-class American-owned North Atlantic line.

An order was placed with W. Cramp & Sons of Philadelphia for four iron screw steamers of 3,100 tons, the first of which, the *Pennsylvania*, was launched in August 1872 and set out on her maiden voyage from Philadelphia to Liverpool via Queenstown (Cobh) in May 1873. She had accommodation for cabin and steerage passengers, a service speed of 12 knots and a coal consumption of 40 tons a day. The *Ohio*, *Indiana* and *Illinois* followed. At a later date all four were fitted to carry intermediate as well as cabin and steerage passengers.

Within a few weeks of the inaugural sailing of the *Pennsylvania* the International Navigation Company (Red Star Line) chartered the 2,600 ton steamers *Abbotsford* and *Kenilworth*, which had limited passenger accommodation, to undertake a competitive service between the same ports under the British flag, and announced shortly afterwards that two passenger steamers were under construction. Nothing more was heard of the latter, but in March 1874 the *Abbotsford* and *Kenilworth*, still flying the Red Ensign, made their first voyages under charter to the American Line. It must be assumed that the two companies had reached a satisfactory agreement.



The *Abbotsford* was wrecked on the Anglesey coast in July 1875. To replace her the Company chartered the Inman Line *City of Bristol*, and during the next two years this steamer, the *City of Limerick* and *City of New York* made a total of 16 round voyages for the American Line. The Inman Line had originally been established to run between Liverpool and Philadelphia, and were thus renewing their associations with the route after an interval of nearly 20 years. Earlier in 1875 the Guion Line *Manhattan* and *Minnesota* had each made one round voyage for the American Line before being sold to the Warren Line.

The *Kenilworth* was replaced in December 1875 by the 3,400 ton passenger and cargo steamer *Lord Clive*, which had been completed in 1872 and had been trading between Liverpool and Boston, first for the Dominion Line and latterly for her owner, G. M. Papyanni. She ran in the American Line service until 1893, being joined in 1879 by a newly-completed sister ship, the *Lord Gough*. There was a similarity in tonnage, but a discrepancy in completion dates, between these two ships and the passenger steamers stated to have been under construction for the Red Star service. It would be interesting to know whether there was any connection.

The first of a long series of transactions between the American Line and the British Shipowners Company of Liverpool took place in 1878, when the former chartered the 3,400 ton *British Empire*, newly-built by Harland & Wolff of Belfast. Contemporary advertisements stated that her cabin passenger accommodation was amidships and her staterooms unusually large and airy. She was replaced in 1880 by the 3,600 ton *British Crown*, two of whose sister ships, the *British Queen* and *British King*, were added in 1881, only to be superseded a year or two later by the 3,900 ton *British Prince* and *British Princess*, which ran regularly for the Company until 1894. The "*Queen*" and "*King*" were chartered by the New Zealand Shipping Company for their newly-established steamship service to New Zealand, and later by the Shaw, Savill & Albion Line. They returned to the American Line in 1886, the former for a few voyages and the latter for two or three years.

During the early 1880's the American Line normally despatched steamers twice-weekly between Liverpool and Philadelphia. The fleet consisted of five or six chartered steamers in addition to the four American-flag ships, which had not been augmented as operating costs under the British flag were much lower than under the American. In spite, however, of the Company's apparent success it was passing through a difficult period. That it was not alone in this predicament is evident from the fact that the number of steerage passengers carried from Liverpool to New York by the four principal British lines dropped from 107,000 in 1881 to 58,000 in 1884. During the latter year the American Line was purchased by the INTERNATIONAL NAVIGATION COMPANY of Philadelphia, which controlled the Red Star Line and had operated the short-lived service between Liverpool

and Philadelphia already referred to. No drastic changes were introduced.

The Inman Line was another North Atlantic company to be in financial difficulties during the 1880's, and in October 1886 it went into voluntary liquidation. Negotiations were already in progress for the purchase of the line by the International Navigation Company, and the deal went through soon afterwards. It was intended at first that the Inman Line should be renamed "International, Inman and American Line", but the name actually chosen was "Inman & International Steamship Company Limited". Two new 10,000 ton steamers were built, and the Company continued to operate under the British flag. When it was short of tonnage during the summer of 1887 arrangements were made for the American Line *Ohio* to make the first of 13 round voyages for them between Liverpool and New York. The *Illinois* and *Pennsylvania* also made one or two voyages on the same route.

The *Ohio* had been despatched to Glasgow a few months previously for the installation of triple-expansion engines, which gave her a new lease of life and increased her speed to about 14 knots. In addition she was fitted with forced draught on the Howden system and was, in fact, the first North Atlantic steamer to have this innovation. The *Pennsylvania*, *Illinois*, and *Indiana* were tripled in 1891, the two first-named being subsequently employed in the allied Red Star service between Antwerp and Philadelphia.

The American public was not at all satisfied that the Inman & International ships should continue to fly the British flag and on May 10th 1892, after considerable agitation, Congress passed an Act making it possible for the *City of New York* and *City of Paris* to be transferred to American registry. Four months later it was announced that the United States Postmaster General had accepted the Company's tender to carry the American mails from New York to Southampton as from February 1893. The change of British terminal from Liverpool to Southampton coincided with the transfer of the two ships mentioned to the American flag under the shortened names *New York* and *Paris*, and their acquisition by the INTERNATIONAL NAVIGATION COMPANY of New Jersey, which was a reconstruction of the Philadelphia concern of similar name. The *City of Berlin* and *City of Chester* became the *Berlin* and *Chester*, but remained under the British flag and on July 13th 1893 came under the control of the newly-formed INTERNATIONAL NAVIGATION COMPANY LIMITED of Liverpool. All four traded under the name American Line, the first Southampton sailing being taken by the *New York*, which arrived there on March 4th 1893. She was followed at weekly intervals by the *Chester*, *Paris* and *Berlin*. Thus, almost overnight, the American Line became a concern of front-rank importance.

The American Line decided to adopt the Inman Line black funnel with narrow white band for the New York-Southampton and Philadelphia-Liverpool steamers alike, and in consequence the



former did not undergo any funnel change. The Red Star Line also adopted the new colour scheme, but adhered to their former house-flag whereas the American Line introduced a new flag consisting of a blue eagle on a white background.

In July 1893 the *Paris* made a record crossing from Southampton to New York of 6 days, 9 hours, 37 minutes, while two months later the *New York* reduced the time to 6 days, 7 hours, 14 minutes. These were excellent performances, but not quite up to the standard set by the new Cunarders *Campania* and *Lucania* on the Liverpool-New York route.

One of the last moves of the Inman & International Line had been to place orders on the Clyde for two 8,000 ton twin-screw steamers, which were placed in service between Liverpool and Philadelphia in 1893-94 as the *Southwark* and *Kensington*, the names of two suburbs of Philadelphia. They were propelled by quadruple-expansion engines, and were notable as the first North Atlantic liners to be built with this type of machinery.

The last of the British Shipowners' vessels, the *British Prince* and *British Princess*, were withdrawn from the Liverpool-Philadelphia service in 1894. The *Lord Clive* and *Lord Gough* had been purchased by the Company several years previously, and they, too, were withdrawn. From the summer of 1894 onwards the ships taking part in the Philadelphia service were the *Kensington*, *Southwark*, *Indiana* and *Ohio*; the *Pennsylvania* and *Illinois* were running for the Red Star between Antwerp and Philadelphia. It was decided in 1895, however, to transfer the *Kensington* and *Southwark* to the Red Star Line, who in return placed the *Belgenland*, *Rhynland*, *Pennland* and *Waesland* at the American Line's disposal. The two last-named were originally the Cunarders *Algeria* and *Russia* and thus returned to Liverpool after an absence of about 20 years. The *Pennsylvania* and *Illinois* did not return to the American Line, which sold the *Ohio* and *Indiana* in 1898. In recent years the *Ohio* had been carrying cabin, second cabin and steerage passengers, the *Pennsylvania* and *Illinois* second and steerage, and the *Indiana* steerage only.<sup>1</sup>

One of the conditions under which the U.S. Government had authorised the transfer of the *New York* and *Paris* to American registry was that two steamers of equal size should be built in America to act as consorts, the outcome being that the 11,600 ton twin-screw *St. Louis* and *St. Paul* were completed by Cramp of Philadelphia in 1895.

It had been confidently expected that the *St. Louis* and *St. Paul* would have no difficulty in beating the fastest passages of the *New York* and *Paris*. Their early performances were, however, disappointing and early in 1896 each in turn was taken out of service for modifications to their machinery and in addition the height of the *St. Paul*'s funnels was increased. These changes were responsible for a great improvement in speed, and in August 1896 the *St. Louis* completed the west-bound passage in 6 days, 2 hours, 24 minutes at an average speed of

(1) *Liverpool Journal of Commerce*, 2/1/93.

20.35 knots, while only a week later the *St. Paul* crossed from west to east in 6 days 31 minutes at an average of 21.08 knots. Good as these performances were they still fell behind those of the latest Cunarders.

It is not sufficiently appreciated that the American Line had become one of the foremost North Atlantic passenger lines, and in 1897 carried more first and second class passengers to New York than any other company. Moreover, at the time of their completion the *St. Louis* and *St. Paul* were the third and fourth largest liners in the world, fifth and sixth places being taken by the *New York* and *Paris*. Their four crack ships had the greatest average tonnage, and were providing the fastest ocean service.

When the Spanish-American War broke out in 1898 the U.S. Government chartered the *St. Louis*, *St. Paul*, *New York* and *Paris* as armed cruisers, the first two serving under their peacetime names, while the last two were temporarily renamed *Yale* and *Harvard*. The British-flag *Berlin* and *Chester*, which since the advent of the *St. Louis* and *St. Paul* had been based on Antwerp, were temporarily recalled to the Southampton-New York service, but in July 1898 were purchased by the American Government. Thus, for a time, the Company's New York-Southampton service was suspended altogether. It was resumed by the four American-flag ships in October 1898.

Although the Company had been carrying a fair number of transatlantic passengers to and from the continent of Europe in connection with the London & South Western Railway's Southampton-Havre service, this arrangement had its obvious drawbacks and in March 1899 the New York-Southampton steamers began to call at Cherbourg, outwards and homewards, thereby enabling them to compete on equal terms with the French and German lines already serving one of the French ports.

The *Paris* had the misfortune to strand on the Manacles, near the Lizard, on May 21st 1899. She remained there at the mercy of the sea until July 11th, when efforts to refloat her at last proved successful. After temporary repairs she was towed to Belfast for a major refit. She did not return to service until August 1901, and during much of the intervening period the turn-round of the three remaining steamers was speeded up so that they were able to maintain a weekly sailing.

One of the passengers on the *St. Paul* when she left New York for Southampton in November 1899 was Signor Marconi, who had been conducting a series of experiments in wireless telegraphy during a visit to the United States. He assembled a receiver in the *St. Paul* and made North Atlantic history by establishing a short-range communication with a station at the Needles, Isle of Wight, the news items thus picked up being published in an unpretentious sheet entitled *The Transatlantic Times*. Many years passed before all ocean-going ships were fitted with wireless, but within two or three years permanent sets were installed on a number of North Atlantic



liners, thereby making a valuable contribution to the safety of ships at sea.

It was announced in the summer of 1899 that four new ships were under construction for the Red Star's Antwerp-New York trade, two on the Clyde and two by Cramp's of Philadelphia. The British-built ships were the 12,000 ton *Vaderland* and *Zeeland*, and both made a number of voyages in the American Line's Southampton service during the continued absence of the *Paris* in 1900-01. Two further British-flag ships, the 11,600 ton *Haverford* and *Merion*, were built for the Philadelphia service at this time, but here again there was a temporary change of plan. The *Haverford* made two voyages in the Southampton service, while the *Merion* was employed in the Dominion Line's Boston service during 1902 and part of 1903.

The American Line sailing on August 31st 1901 from Southampton was taken by the *Philadelphia*, which was none other than the *Paris* under a new name. In many respects she was the equal of a new ship as she had been extensively rebuilt and fitted with quadruple-expansion engines. In addition one of her three funnels had been removed. Some weeks previously the *New York* had been taken in hand by Cramp's and was out of service for nearly two years. In addition to the ships already mentioned, the *Southwark* and *Kensington* each made one or two sailings on the Southampton route in 1901-02 before being transferred to the Dominion Line's Canadian service.

In 1902 the International Navigation Company of New Jersey changed its name to INTERNATIONAL MERCANTILE MARINE COMPANY. The new concern made a number of important purchases, including the share capital of the White Star, Dominion, Atlantic Transport and Leyland Lines and an interest in several others. These companies all kept their separate identities, but there were some interesting interchanges of tonnage, both permanent and temporary. In this connection, the Atlantic Transport *Minneapolis*, *Mesaba*, *Menominee*, *Minnehaha*, *Marquette* and *Manitou* each made one or more sailings in the American Line's Southampton service during the early months of 1903, when the *St. Louis* as well as the *New York* was out of service. The latter resumed sailings in April 1903, having been fitted with new triple-expansion engines and, like her sister ship, had her funnels reduced from three to two.

The Philadelphia-Liverpool service at this time was undertaken by the *Haverford* and *Merion* assisted by the ex-Red Star *Noordland*, *Westernland*, *Belgenland* and *Rhynland*. The *Waesland* (ex-Russia) had been sunk in collision off Anglesey in March 1902, and soon afterwards the *Pennland* (ex-Algeria) was withdrawn for scrapping. The *Belgenland* and *Rhynland* were withdrawn in 1904-05, when the 7,000 ton *Friesland* joined the service. The *Noordland* and *Westernland* were, in turn, scrapped in 1908-09, and the *Friesland* sold in 1910, leaving the *Haverford* and *Merion* as the only survivors.

A rather surprising addition to the American Line's Southampton service in 1904 was the White Star *Germanic*, built in 1875, which,

however, was transferred after a few voyages to the Dominion Line and renamed *Ottawa*. Another White Star ship, the 20,000 ton *Celtic*, made two American Line sailings between Southampton and New York in the spring of 1907, but this was to give her owners advance experience of the route preparatory to the introduction of a White Star service between the same ports during the following summer. The White Star was undoubtedly the "showpiece" of the I.M.M. group and had built several ships that were far larger than any belonging to the American Line. In the circumstances no compunction was felt in starting a service that was bound to have a detrimental effect on the fortunes of the latter.

The *St. Paul* had an alarming experience on April 25th 1908 when she was involved in a collision in the Solent with the British cruiser *Gladiator*, which sank almost immediately with heavy loss of life. There were no casualties on the American ship, which was not even seriously damaged.

The loss of the giant White Star *Titanic* in 1912 made it desirable to effect a number of alterations to her sister ship, the *Olympic*, and she was out of service for nearly six months. During this time some of the *Olympic's* sailings were undertaken by the *St. Louis*, *St. Paul* and *New York*, whose sailings for the American Line were in turn filled by steamers of the Atlantic Transport Line.

By this time all the American Line steamers were long past their prime, and it was announced in November 1913 that the *St. Louis*, *St. Paul*, *New York* and *Philadelphia* would henceforth carry second and third class passengers only. In later parlance, they became "cabin" steamers. During the same month the 16,000 ton *Pittsburgh* was laid down at Belfast for the Philadelphia service.

The outbreak of World War I in August 1914 was responsible for the temporary withdrawal of the Southampton service. The *St. Louis*, *St. Paul*, *New York* and *Philadelphia* sailed instead between New York and Liverpool direct, and were joined in 1916 by the Red Star *Finland* and *Kroonland*. When the U.S.A. entered the war in 1917 the *St. Louis*, *New York* and *Philadelphia* were commissioned as American transports, under the temporary names *Louisville*, *Plattsburg* and *Harrisburg* respectively. The *St. Paul* remained in the hands of the American Line until the beginning of 1918, when it was decided to commission her as the *Knoxville*. The plan came to naught, however, as on April 25th 1918—ten years to a day after her collision with the *Gladiator*—she capsized at her berth in New York harbour, and it needed strenuous efforts to refloat her.

The *Merion* was purchased by the Admiralty. After the Armistice the *Haverford* made some voyages for the White Star Line between Liverpool and Boston, but when the American Line's Philadelphia-Liverpool service was revived in the autumn of 1919 she was detailed to take the first sailing. She was joined temporarily by the 16,000 ton White Star-Dominion *Regina*, a sister ship of the *Pittsburgh*, laid down for the American Line in 1913.



The post-war ambitions of the American Line were on a wide scale, and between 1919 and 1921 there were many cargo sailings between Philadelphia and Glasgow, New York and Glasgow, and New York and Bristol by steamers chartered from the United States Shipping Board.

It had been announced in August 1919 that the *St. Paul* would probably be ready to resume the New York-Southampton service in the following October, and the three other steamers were expected to be ready a month or two later. As it happened, the first sailing did not take place until February 1920, when the *New York* left New York for Cherbourg and Southampton. The *St. Paul* and *Philadelphia* followed, but the *St. Louis* had been seriously damaged by fire a month previously while undergoing refit and, in consequence, took no further part in the Company's activities.

The results of the revived Southampton service did not come up to expectations, which was hardly surprising as the *New York* and *Philadelphia* were over 30 years old and the *St. Paul* about 25. In consequence, the service was withdrawn before the end of 1920. The *New York* and *Philadelphia* were sold; other employment was found for the *St. Paul*.

The Philadelphia-Liverpool service did not long survive the withdrawal of the Southampton steamers as, from the early part of 1921 onwards, the *Haverford* was placed under the auspices of the White Star, as was the *Pittsburgh* upon completion in 1922.

There still remained one American Line service in operation, namely, a passenger and freight service between New York and Hamburg, which had been started in December 1919 by the 13,000 ton *Manchuria* and *Mongolia*, formerly belonging to the Pacific Mail Steamship Company and acquired by the A.T.L. in 1916. At a later date these ships were joined by another A.T.L. unit, the 17,000 ton *Minnekahda*, which had been completed during the war and was transferred from British to American registry before taking up these new duties. The *St. Paul* also made occasional sailings to Hamburg. Her final Atlantic crossing was made in September 1923 in charge of a Dutch tug, which delivered her to the German shipbreakers.

The *Finland* and *Kroonland* were withdrawn from the Antwerp-New York trade in the spring of 1923 and transferred to the American Line's Hamburg service as consorts to the *Manchuria* and *Mongolia*. By this time, however, the German lines were beginning to regain their pre-war prestige and before the end of the year it was decided to withdraw the American Line service and change the European terminal of the White Star's Bremen-New York service to Hamburg. In consequence, the *Finland*, *Kroonland*, *Manchuria* and *Mongolia* were transferred to a new service, known as the Panama-Pacific Line, between New York, the Panama Canal and San Francisco.

The withdrawal of the American Line from the North Atlantic was scarcely noticed. For one thing the New York-Hamburg service was mainly for cargo and emigrants and was, therefore, not widely

known. More important, other members of the I.M.M. group, such as the White Star, Red Star and Atlantic Transport, were still flourishing and were frequently in the limelight, but perhaps the most important was the fact that two other American-owned North Atlantic lines, the United American Lines and United States Lines, were in operation. They were sufficient to satisfy public opinion in the U.S.A.

1. 1873 *Pennsylvania*  
3,343. 343 × 43. S-1-2. I-S-C2-12 (Cramp). (Cabin 76; III-854. (75 Intermediate added later)). 1873 (22/5) M/V Philadelphia-Liverpool. 1891 triple exp. engines fitted by Cramp; II and III only. 1892 ran for Red Star, Antwerp-Philadelphia. 1898 sold for service on Pacific. 1919-20 no trace.
2. 1873 *Ohio*  
3,392. Ditto. 1873 (Aug.) M/V Philadelphia-Liverpool. 1887 triple expansion engines by James Howden (Glasgow). 1887-89 ran for Inman Line, Liverpool-New York. 1889 onwards mainly Philadelphia-Liverpool. 1897 (24/8) L/V Southampton-New York. 1898 sold for service on Pacific. 1910-11 no trace.
3. 1873 *Indiana*  
3,335. Ditto. 1873 (Oct.) M/V Philadelphia-Liverpool. 1891 triple exp. engines by Jas. Howden; III only carried. 1897 (1/12) L/V Liverpool-Philadelphia. 1898 sold for service on Pacific. 1918 destroyed by fire in Chile.
4. 1874 *Illinois*  
3,341. Ditto. 1874 (Jan.) M/V Philadelphia-Liverpool. 1891 triple exp. engines by Cramp; II and III only. 1892 ran for Red Star, Antwerp-Philadelphia. 1898 sold for service on Pacific; later became *Supply* (U.S. Govt.). 1928 scrapped.
- 4a. (1875) *City of Bristol* (c) (Br.)  
2,655. 349 × 38. C-1-3. I-S-C2-10 (Caird). Built 1855; owners Inman Line (q.v.). 1875 (8/9) F/V Liverpool-Philadelphia. 1876 (19/4) L/V ditto (4 R/V).
5. (1875) *Lord Clive* (c) (Br.)  
(1889?) *Lord Clive* (Br.)  
3,386. 381 × 40. S-1-4. I-S-C2-12 (Evans). Built 1871. 1872 ran for Dominion Line. 1873 for G. M. Papayanni. (Cabin; II; III). 1875 (15/12) F/V Liverpool-Philadelphia. 1889 (or earlier) purchased by American Line (British flag). 1893 (27/9) L/V Liverpool-Philadelphia. 1896-97 scrapped.
- 5b. (1876) *City of Limerick* (c) (Br.)  
2,536. 331 × 34. C-1-3. I-S-C2-10 (Smith). Built 1855; owners Inman Line (q.v.). 1876 (19/1) F/V Liverpool-Philadelphia. 1877 (30/5) L/V ditto (9 R/V).
- 5c. (1876) *City of New York* (c) (Br.)  
3,499. 375 × 40. C-1-3. I-S-HT2-12 (Tod & McGregor). Built 1865; owners Inman Line (q.v.). 1876 (13/9) F/V Liverpool-Philadelphia. 1876 (6/12) L/V ditto (3 R/V).
- 5d. 1878 *British Empire* (c) (Br.)  
3,361. 392 × 39. S-1-4. I-S-C4-12 (Harland & Wolff). Built 1878 for British Shipowners Co. Ltd. (Cabin passengers). 1878 F/V Liverpool-Philadelphia. 1880 L/V ditto. 1886 became *Rotterdam* (Holland America) (q.v.).
6. 1879 *Lord Gough* (c) (Br.)  
(1889?) *Lord Gough* (Br.)  
3,655. 383 × 40. S-1-4. I-S-C2-12 (Laird). Built 1879 (Cabin; II; III). 1879 F/V Liverpool-Philadelphia. 1889 (or earlier) purchased by American Line (British flag). 1894 L/V Liverpool-Philadelphia. 1896 sold to Aberdeen Atlantic Line. 1899 (approx.) scrapped.



- 6e. 1880 *British Crown* (c) (Br.)  
3,563. 410×39. S-1-4. I-S-C4-12 (Harland & Wolff). Built 1880 for British Shipowners Co. Ltd. (Cabin). 1880-83 and 1885-86 Liverpool-Philadelphia. 1887 became *Amsterdam* (Holland America) (q.v.).
- 6f. 1881 *British Queen* (c) (Br.)  
3,558. 410×39. S-1-4. S-S-C4-12 (Harland & Wolff). Built 1881 for British Shipowners Co. Ltd. (Cabin). 1881-83 and 1886 Liverpool-Philadelphia. 1883 ran for New Zealand Shipping Co. and Shaw, Savill & Albion. 1889 became *Obdam* (Holland America) (q.v.).
- 6g. 1881 *British King* (c) (Br.)  
3,559. Ditto. Built 1881 for British Shipowners Co. Ltd. (Cabin). 1881-82 and 1886-88 Liverpool-Philadelphia. 1883 ran for New Zealand Shipping Co. and Shaw, Savill & Albion. 1889 became *Werkendam* (Holland America) (q.v.).
- 6h. 1882 *British Prince* (c) (Br.)  
3,871. 420×42. S-1-4. S-S-C2-12 (Harland & Wolff). Built 1882 for British Shipowners Co. Ltd. (Cabin). 1882 F/V Liverpool-Philadelphia. 1894 (28/3) L/V Philadelphia-Liverpool. 1895 became *Les Andes* (French). 1919 scrapped.
- 6i. 1882 *British Princess* (c) (Br.)  
3,864. Ditto. Built 1882 for British Shipowners Co. Ltd. (Cabin). 1882-94 Liverpool-Philadelphia. 1895 became *Les Alpes* (French). 1911-12 no trace.
7. (1893) *New York*  
10,499. 528×63. C-3-3. S-2S-T6-19 (Thomson). Built 1888 as *City of New York* (Inman) (q.v.). (I-290; II-250; III-725). 1893 (11/3) F/V Southampton-New York. 1898 became temporarily *Harvard* (U.S. Govt.). 1901 (May)-1903 (Apr.) new triple exp. engines; two funnels. 1913 II and III only. 1914 wartime diversion, New York-Liverpool. 1917-19 became temporarily *Plattsburg* (U.S. Govt.). 1920 (Feb.) F/V after Armistice, New York-Cherbourg-Southampton. 1920 (2/11) last sailing of Line, Southampton-Cherbourg-New York. 1921 sold to Polish Navigation Co. (q.v.). 1923 scrapped.
8. (1893) *Chester* (Br.)  
4,791. 445×44. C-2-3. I-S-C2-14 (Caird). Built 1873 as *City of Chester* (Inman) (q.v.). 1893 (18/3) F/V Southampton-New York. 1894 (8/12) L/V ditto (except for 3 R/V in 1898). 1898 became *Sedgwick* (U.S. Govt.). 1905 became *Arizona* (Italian); renamed *Napoletano*. 1907 scrapped.
9. (1893) *Paris*  
(1901) *Philadelphia*  
10,499—details as (7). Built 1889 as *City of Paris* (Inman) (q.v.) 1893 (25/3) F/V Southampton-New York. 1898 became temporarily *Yale* (U.S. Govt.). 1899 (21/5) grounded on Manacles (Cornwall); salvaged; rebuilt with quadruple exp. engines; two funnels; renamed. 1901 (31/8) F/V as *Philadelphia*, Southampton-New York. 1913 II and III only. 1914 wartime diversion, New York-Liverpool. 1917-19 became temporarily *Harrisburg* (U.S. Govt.). 1920 (Mar.) F/V after Armistice, New York-Cherbourg-Southampton. 1920 (16/10) L/V Southampton-Cherbourg-New York. 1922 sold to New York-Naples S.S. Co. (q.v.). 1923 scrapped.
10. (1893) *Berlin* (Br.)  
5,526. 489×44. C-1-3. I-S-T3-15 (Caird). Built 1874 as *City of Berlin* (Inman) (q.v.). 1893 (1/4) F/V Southampton-New York. 1895 (26/10) L/V ditto (except for 2 R/V in 1898). 1898 became *Meade* (U.S. Govt.). 1921 scrapped.
11. 1893 *Southwark* (Br.)  
8,607. 480×57. S-1-4. S-2S-Q8-14 (Denny). (I-60; III-1,000). 1893 (27/12) M/V Liverpool-Philadelphia. 1895 ran for Red Star, Antwerp-New York. 1903 ran for Dominion Line. 1911 scrapped.

12. 1894 *Kensington* (Br.)  
8,669. Ditto. (Thomson). (I-60; III-1,000). 1894 (27/6) M/V Liverpool-Philadelphia. 1895 ran for Red Star, Antwerp-New York. 1903 ran for Dominion Line. 1910 scrapped in Italy.
13. 1895 *St. Louis*  
11,629. 535 × 63. S-2-2. S-2S-Q(12)-19 (Cramp). (I-350; II-220; III-800). 1895 (5/6) M/V New York-Southampton. 1898 became auxiliary cruiser during Spanish-American War. 1913 II and III only. 1914 wartime diversion, New York-Liverpool. 1917 became *Louisville* (U.S. Govt.). 1920 damaged by fire during refit; sold as exhibition ship, but not used as such. 1923 towed to Italy; scrapped.
- 13j. (1895) *Rhyndland* (c) (B)  
3,689. 403 × 40. S-1-4. I-S-C2-14 (Barrow). Built 1879 for Red Star Line. 1895 (11/9) F/V Liverpool-Philadelphia. 1906 became *Rhynd* (Italian); scrapped.
- 13k. (1895) *Pennland* (c) (B)  
3,760. 361 × 41. S-1-3. I-S-C2-13 (Thomson). Built 1870; owners Red Star Line (q.v.). 1895 (18/9) F/V Liverpool-Philadelphia. 1903 scrapped in Italy.
- 13l. (1895) *Belgenland* (c) (B)  
3,692—details as (13j). Built 1879 for Red Star Line. 1895 (25/9) F/V Liverpool-Philadelphia. 1904 became *Venere* (Italian).
- 13m. (1895) *Waesland* (c) (B)  
4,752. 435 × 42. C-1-4. I-S-T3-14 (Thomson). Built 1867; owners Red Star Line (q.v.). 1895 F/V Liverpool-Philadelphia. 1902 (7/3) collision off Anglesey with *Harmonides* (2).
14. 1895 *St. Paul*  
11,629—details as (13). (I-350; II-220; III-800). 1895 (9/10) M/V New York-Southampton. 1898 became auxiliary cruiser during Spanish-American War. 1908 (25/4) collision with British cruiser *Gladiator*; latter sunk (27); *St. Paul* slightly damaged. 1913 II and III only. 1914 wartime diversion, New York-Liverpool. 1918 became temporarily *Knoxville* (U.S. Govt.). 1918 (25/4) capsized in New York Harbour; salvaged. 1920 (Mar.) F/V after Armistice, New York-Cherbourg-Southampton. 1920 (9/10) L/V Southampton-Cherbourg-New York. 1921-22 occasional sailings New York-Hamburg. 1922 (24/6) L/V Hamburg-New York (arr. 6/7). 1923<sup>1</sup> towed to Germany; scrapped.
- 14n. (1900) *Vaderland* (c) (Br.)  
11,899. 561 × 60. S-2-4. 2S-Q8-15 (Brown). Built 1900 for Red Star Line (q.v.). 1900 (9/12) F/V Southampton-Cherbourg-New York. 1901 (8/12) L/V ditto. (8 R/V).
- 14o. (1901) *Zeeland* (c) (Br.)  
11,905. 562 × 60. S-2-4. 2S-Q8-15 (Brown). Built 1901 for Red Star Line (q.v.). 1901 (23/6) F/V Southampton-Cherbourg-New York. 1901 (17/11) L/V ditto (3 R/V).
- 14p. (1901) *Noordland* (c) (B)  
5,212. 400 × 47. S-1-4. S-S-C2-13 (Laird). Built 1883 for Red Star Line. 1901 F/V Liverpool-Philadelphia. 1908 scrapped.
- 14q. (1901) *Westernland* (c) (B)  
5,736. 440 × 47. S-2-4. S-S-C2-14 (Laird). Built 1883 for Red Star Line. 1901 F/V Liverpool-Philadelphia. 1912 (or earlier) scrapped.
15. 1901 *Haverford* (Br.)  
11,635. 531 × 59. S-1-4. S-2S-T6-14 (Brown). (II-150; III-1,700). 1901 M/V Liverpool-Philadelphia. 1901 (4/9) F/V Southampton-Cherbourg-New York (2 R/V). 1902-14 Liverpool-Philadelphia; 1919 resumed sailings ditto. 1921 (Apr.) ran for White Star ditto. 1925 scrapped in Italy.



16. (1903) *Merion* (Br.)  
11,621.—details as (15). (II-150; III-1,700). 1902-03 ran for Dominion Line (*q.v.*). 1903 (Apr.) F/V Liverpool-Philadelphia. 1904 (30/3) collision with *Clan Grant* off Tuskar Rock; damaged. 1914 sold to British Admiralty; became dummy battle cruiser H.M.S. *Tiger*. 1915 (30/5) torpedoed in Aegean.
- 16r. (1904) *Germanic* (c) (Br.)  
5,008. 455 × 45. S-2-4. I-S-T3-15 (Harland & Wolff). Built 1875 for White Star (*q.v.*). 1904 New York-Cherbourg-Southampton service. 1905 became *Ottawa* (Dominion) (*q.v.*).
- 16s. (1905) *Friesland* (c) (B)  
7,116. 437 × 51. C-1-4. S-S-T3-15 (Thomson). Built 1889 for Red Star Line. 1905 F/V Liverpool-Philadelphia. 1910 became *La Plata* (Italian); 1912 scrapped.
- 16t. (1907) *Celtic* (c) (Br.)  
20,904. 681 × 75. S-2-4. 2S-Q8-16 (Harland & Wolff). Built 1901 for White Star (*q.v.*). 1907 (Apr./May) New York-Cherbourg-Southampton (2 R/V).
- 16u. (1916) *Finland* (c)  
12,760. 560 × 60. S-2-4. 2S-T6-15 (Cramp). Built 1902 for Red Star Line (*q.v.*). 1916 American Line, New York-Liverpool service. 1920 Antwerp-Southampton-New York (Red Star). 1923 (17/5) F/V New York-Hamburg; after 5 R/V transferred to Panama Pacific Line.
- 16v. (1916) *Kroonland* (c)  
12,760—details as (16u). Built 1902 for Red Star Line (*q.v.*). 1916 American Line, New York-Liverpool service. 1920 Antwerp-Southampton-New York (Red Star). 1923 (17/5) F/V New York-Hamburg; after 4 R/V transferred to Panama Pacific Line.
- 16w. (1920) *Manchuria* (c)  
13,639. 600 × 65. S-1-4. 2S-Q8-16 (New York S.B. Co.). Built 1904; owners A.T.L. (*q.v.*). 1919-23 New York-Hamburg service.
- 16x. (1920) *Mongolia* (c)  
13,639. Ditto. Built 1904; owners A.T.L. (*q.v.*). 1920 (Jan.) New York-Hamburg service. 1923 L/V ditto.
- 16y. (1920) *Minnekahda* (c)  
17,221. 620 × 66. 1-5-C. 3S-T8 & ST-15 (Harland & Wolff). Built 1917 for A.T.L. (*q.v.*). 1921 (31/3) F/V New York-Hamburg. 1923 L/V ditto.
- — — *Pittsburg* (Br.)  
16,322. (Not commissioned by Company—see White Star.)

NOTES: (Br.)—British flag.

(B)—Belgian flag.

Unless otherwise stated, ships flew the United States flag.

Between 1903 and 1914 A.T.L. steamers took a number of American Line sailings (see text).

FUNNEL: (a) 1873. Red with white keystone bearing red star; narrow white band below black top.

(b) 1893. Black; white band.

FLAG: (a) 1873. Red burgee; white keystone in centre with small red star.

(b) 1893. White; blue American eagle.

## Chapter 86

1873-75

DEUTSCHE TRANSATLANTISCHE DAMPFSCHIFFFAHRTS  
GESELLSCHAFT

(ADLER LINIE—EAGLE LINE)

(GERMAN)

THE DEUTSCHE TRANSATLANTISCHE DAMPFSCHIFFFAHRTS GESELLSCHAFT, founded in 1872, was best known in England and America as the EAGLE LINE, and in Germany as the ADLER LINIE, from the eagle depicted on its houseflag. It came into being during the short boom that resulted from the Franco-Prussian War.

The Company placed orders on the Clyde for eight iron screw steamers of about 3,500 tons, the first to be completed being the *Goethe*, which started her maiden voyage from Hamburg to New York in September 1873. She had a trial speed of about 14 knots, and was appreciably larger than any ship owned by either of the Company's closest competitors, the Hamburg American Line and the Norddeutscher Lloyd. The *Schiller* and *Herder* were delivered later in the same year, the *Lessing*, *Wieland* and *Klopstock* in 1874 and the *Gellert* early in 1875. The order for the eighth steamer was cancelled and she was eventually purchased by the P. & O. The itinerary was Hamburg-New York direct, with a call at Plymouth homewards.

The year 1872 was an excellent one for both the Hamburg American Line and the Norddeutscher Lloyd, and the latter carried close on 60,000 passengers to New York. In 1873 the comparative figure was 52,000, but in 1874 it dropped to 35,000 and in 1875 to 31,000. Thus, the boom had passed its peak before the first Eagle Line sailing took place. By the time its third steamer was in commission there were already signs of a slump, and well before the last was completed it had set in in earnest.

The name "Eagle Line" is, alas, still closely associated with the tragic disaster that befell the *Schiller* on May 7th 1875 when, homeward bound from New York with 59 first, 75 second and 120 steerage passengers, she was wrecked in dense fog on the Scilly Isles. She was quickly pounded to pieces by heavy seas and over 300 of her passengers and crew perished.

It is doubtful whether, in any event, the Company would have managed to survive the depression. The disaster to the *Schiller* put the matter beyond any shadow of doubt, and it only remained to see what shape events would take. The answer was supplied by the Hamburg American Line who, themselves badly affected by the depression and the competition of the Eagle Line, came to the conclusion that if they did not buy up the Company someone else would, probably with disastrous results to themselves. They may even have suspected



the rival Norddeutscher Lloyd of being a potential purchaser. They paid a sum of approximately 11½ million marks for the Eagle Line fleet, docks and goodwill.

1. 1873 *Goethe*  
3,408. 376×40. S-1-2. I-S-C2-13 (Napier). (I-90; II-100; III-800). 1873 (Sept.) M/V Hamburg-New York.
  2. 1873 *Schiller*  
3,421. 380×40. S-1-2. I-S-C2-13 (Napier). 1875 (7/5) wrecked on Scilly Is. (312).
  3. 1873 *Herder*  
3,494. 375×40. S-1-2. I-S-C2-13 (Stephen).
  4. 1874 *Lessing*  
3,496. 375×40. S-1-2. I-S-C2-13 (Stephen).
  5. 1874 *Wieland*  
3,504. 384×40. S-1-2. I-S-C2-13 (Stephen).
  6. 1874 *Klopstock*  
3,659. 377×40. S-1-2. I-S-C2-13 (Thomson).
  7. 1875 *Gellert*  
3,533. 374×40. S-1-2. I-S-C2-13 (Stephen).
- — — Steamer (not commissioned by Company; became *Nepaul* (P. & O.) ).

N.B. In 1875 the six survivors were sold to the Hamburg American Line (*q.v.*).

FUNNEL: Black; white band above a red.

FLAG: Red; white rectangle in centre with black eagle.

## Chapter 87

1874

### HUGHES LINE (BRITISH)

THE well-known Liverpool shipowners, H. N. Hughes & Nephew, who operated under the style HUGHES LINE, acquired the London & New York Steamship Line's iron screw *Cella*, *Bellona* and *Atalanta*, each of about 2,000 tons, in 1870, and two years later the 2,600 ton Allan Line *European*. The last-named had originally been the London & New York Company's *William Penn*.

These ships were operated on the Liverpool-Suez-Bombay route, but in the early summer of 1874 the Company advertised that they were having their engines compounded, and that all four would run from Liverpool to Quebec and Montreal. In fact, the *European* sailed on this route in July and again in October 1874, but apparently the experiment was not a success and in the following year all four plus the ex-London & New York Line's *Parana* were engaged in the Company's Bombay service.



1928                      *Conte Grande*                      25,661 tons  
 The last ship to be completed for the Lloyd Sabaudo. Now  
 employed on the South Atlantic after alterations.                      (168-3)

"ITALIA"

facing page 320

1927                      *Augustus*                      32,650 tons  
 The largest motor passenger liner ever built and the last North  
 Atlantic liner commissioned by the N.G.I.                      (168-2)

"ITALIA"







1932

*Rex*

51,062 tons

The only Italian "Blue Riband" holder. A consort of the *Conte di Savoia*. Both destroyed during World War II. (168-5)

"ITALIA"

*facing page 321*

1932

*Conte di Savoia*

48,502 tons

The Lloyd Sabaudo's reply to the N.G.I. *Rex*. The two lines amalgamated before either ship was placed in service. (168-6)

"ITALIA"



## Chapter 88

1875

## WILSON LINE

(1861). Thomas Wilson, Sons &amp; Company

1891. Thomas Wilson, Sons &amp; Company Limited

(BRITISH)

THE WILSON LINE can be traced back for fully a century and a quarter. Its founder, Thomas Wilson, was born in 1792 and acquired his first sailing ship in 1825. Fifteen years later his firm, Wilson, Hudson & Company, was awarded an Admiralty contract to carry Her Majesty's mails between Hull, Christiansand and Gothenburg; on June 2nd 1840, a few weeks before the Cunard Line started operations, his first steamer set out on her maiden voyage across the North Sea. The service prospered and when Thomas Wilson died in 1869 the firm's activities had extended to the ports of Dunkirk, Hamburg, Stettin, Riga and St. Petersburg (Leningrad). In the meanwhile the name of the firm had been changed to THOMAS WILSON, SONS & COMPANY. At the founder's death it came under the control of his sons Charles and Arthur, the eldest son, David, having retired from the business two years previously.

The Wilson Line continued to expand, and new steamship services were established to Sicily, the Adriatic, Constantinople (Istanbul) and the Black Sea. Moreover, the recent opening of the Suez Canal encouraged the Company to start a service between London and Calcutta. Orders were accordingly placed for the 2,500 ton iron screw *Othello* and *Colombo*, followed by the 3,300 ton *Hindoo* and *Navarino*. The *Othello* was launched by Earle's of Hull in January 1872. She was propelled by compound engines and fitted with accommodation for 40 first and 20 second class passengers, for whom there was the then generous allowance of seven bathrooms.<sup>1</sup> Her saloon, 50 feet long by 20 feet wide, was situated on the upper deck amidships and was constructed with an overhanging deck for the protection of passengers in inclement weather. The *Othello* was obviously a thoroughly up-to-date ship as the compound engine was only introduced on the North Atlantic in 1870 and the amidships dining saloon in 1871. Unfortunately, the Calcutta service was not a success and was withdrawn within two or three years.

The problem now arose how best to employ the four new ships. Although the short-lived boom following the Franco-Prussian War had been followed by a slump, the Company's thoughts turned to the North Atlantic. It was decided to start a service from Hull to New York. The first sailing was taken by the *Othello*, which left Hull for New York direct on January 30th 1875<sup>2</sup> and was followed by the

(1) *Mitchell's Maritime Register*, 2/2/72.

(2) *Shipping & Mercantile Gazette*, 9/1/75 and 1/2/75.



1,800 ton *Virago* on February 20th from Hull and February 25th from Southampton. The *Virago* made only a few North Atlantic voyages, the steamers normally employed being the *Othello*, *Colombo*, *Navarino* and *Hindoo*, all of which called at Southampton on the outward voyage. Rates of passage money were 12 guineas first cabin, 7 guineas second cabin and £6 steerage.<sup>1</sup>

The *Colombo* met with disaster in 1877, and the *Navarino* was sold during the same year. Their places were taken by the 2,300 ton *Lepanto* and *Otranto*. Subsequent additions were the *Sorrento*, *Rialto*, *Salerno* and *Marengo*, followed in 1881 by the *Romano* and *Galileo*. It was, therefore, possible to increase sailings from fortnightly to weekly. The Southampton call was withdrawn, but instead some of the steamers called at Boston *en route* to New York.

The early years of the Company's North Atlantic career were dogged by further misfortune as the *Hindoo* foundered in 1880, while in 1882 the *Lepanto* only just managed to reach port after colliding with the Holland America Line *Edam*. The latter was sunk, as was the *Romano* as the result of a collision in 1884. The *Virago* disappeared without trace in 1882, but at the time was not engaged in the North Atlantic trade.

The Company decided to re-enter the Indian trade in 1883 with a service between Hull and Bombay. The *Othello*, the pioneer unit of the Calcutta fleet, was one of the steamers regularly employed during the next few years.

The *Virago*'s sister ships *Yeddo* and *Bassano* had made a few voyages on the New York route from time to time. In 1882 the *Yeddo*'s propelling machinery was converted from compound to triple-expansion by the addition of a high pressure cylinder 25 inches in diameter. The two existing cylinders of 33 and 67 inches diameter became the intermediate and low pressure cylinders. The *Bassano* was similarly treated in 1883, when the 1,850 ton *Rosario* was delivered by Earle's with triple-expansion machinery. She was not designed for the North Atlantic, but made a few voyages thereon during the early months of her career and has, therefore, some claim to be considered as the first newly-built steamer on the North Atlantic with the triple-expansion system. The credit for this has hitherto been given to the 3,700 ton *Martello*, which Earle's completed in 1884 for the Wilson Line's North Atlantic service. As she was considerably larger than any predecessor in the fleet it would perhaps be unjust to dispute her claim. It may be added that the *Propontis* (at one time running for the Warren Line) was converted to triple-expansion as long previously as 1874, but was not subsequently employed on the North Atlantic.

Two developments of 1885 call for comment. The first was the introduction of a homeward call at London by some of the steamers to discharge cargo and cattle. The second was the purchase of the 2,700 ton *Lincoln City* from the Furness Line, who had commissioned

(1) *Shipping & Mercantile Gazette*, 6/2/75.

her for their short-lived passenger and cargo service between Sweden and New York or Boston. She was renamed *Chicago*. The *Buffalo*, *Santiago* and *Colorado*, each of over 4,000 tons, were placed in service on the New York route at this time.

When the Monarch Line went into liquidation in 1887 the Wilson Line purchased three of their steamers—the 4,000 ton *Persian Monarch*, *Egyptian Monarch* and *Lydian Monarch*. They continued to run between London and New York in a new joint service, known as the WILSON-HILL LINE, with the three “Hill” steamers of the Hill (or Twin Screw) Line. The *Persian Monarch* was wrecked in 1894. In the following year the *Lydian Monarch* was renamed *Ontario* to conform with the Wilson Line system of nomenclature, and continued to run in the joint service. At about the same time the *Egyptian Monarch* received quadruple-expansion engines (the *Ontario* had been fitted with triple-expansion), was renamed *Ohio* and transferred to the Hull–New York service. This was the first indication that the Company was taking an increased interest in the passenger trade between the Humber and the Hudson.

The 3,600 ton *Hindoo* (II) was completed for the Company in 1889 and the 4,600 ton *Francisco* in 1891. It was during the latter year that some of the Company’s outward and homeward sailings were made via Antwerp for the first time. In 1895-96 the *British Queen*, *British King*, etc. were chartered for a separate Antwerp–New York service, which, in September 1896, was referred to for the first time as the Phoenix Line.

The Wilson and Furness Lines formed a joint service, known as the WILSON-FURNESS LINE, between Newcastle and New York in 1892. Few details are available except that sailings took place every ten days and that passengers were carried.<sup>1</sup> The name chosen for this joint service undoubtedly had a considerable influence on the name WILSON’S & FURNESS-LEYLAND LINE. This Company, which is described in a separate chapter, was founded during the summer of 1896 to co-ordinate the London–New York service of the Wilson Line and the London–Boston services of the Furness and Leyland Lines.

It appears that the formation of this new line acted as an incentive to the Wilson Line to improve its Hull–New York service, for which the 5,000 ton *Othello* (II) was completed in 1897, followed by the 6,000 ton *Idaho* (II) in 1898, the 6,000 ton twin-screw *Toronto* in 1900 and the 7,000 ton *Consuelo* in the same year. The *Idaho* was a passenger and cargo steamer built by Swan & Hunter and must not be confused with the cargo and cattle steamer of similar name built by Stephen of Glasgow in 1896. The latter was transferred to the Wilson’s & Furness-Leyland Line, in 1898 renamed *Londonian* and in November of the same year foundered in the North Atlantic. After undergoing her trials in May 1898 the *Idaho* (II) was detailed to the Hull–New York service, but in November 1899 made the first of at least six voyages to South Africa as a troopship. On one of these

(1) *Shipping Gazette & Lloyd’s List*, December 1892.



occasions she carried 24 officers, 836 men and 236 horses. When she completed her trooping duties in 1902 she was sold.

The summer of 1900 marked the peak of the Company's activities in the Hull-New York trade, their principal ships being the *Consuelo*, *Toronto*, *Ohio*, *Ontario* and *Othello*. The *Consuelo* had "staterooms for a limited number of passengers". As built, the *Ohio* and *Ontario* catered for 40 first class and about 1,000 steerage, but the latter was no longer carried. The *Ontario* was scrapped in 1902 and the *Ohio* in 1904, but the *Toronto* and *Othello* continued as useful members of the fleet for many years longer. The *Consuelo* was sold to the Cairn Line in 1908, and under her new owners carried 50 first class and 1,000 third.

To fill the gaps left by the disposal of the various ships mentioned, the Wilson Line commissioned the 5,000 ton cargo steamers *Idaho* (III) in 1903; *Hindoo* (III) in 1905; *Galileo* (II), *Francisco* (II) and *Marengo* (II) in 1908-10; *Colorado* (II) in 1914 and finally the 6,400 ton *Lepanto* (II) in 1915. It is believed that most, if not all, of them carried a few passengers.

In November 1916 the whole of the Company's share capital was acquired by the powerful Ellerman group, and in January 1917 the name of the Company was changed to ELLERMAN'S WILSON LINE LIMITED. Its large fleet of steamers can be readily distinguished by their green hulls and red funnels with black tops.

It is unfortunate that so few details are available about the Company's passenger activities. It is clear that fairly large numbers of passengers were carried for a few years after the formation of the New York service in 1875, and it is believed that a few passengers were carried at all stages from then onwards. The only detailed information available concerns the London-New York steamers of the Wilson-Hill and Wilson's & Furness-Leyland Lines. It is known, however, that the *Idaho* (II) had accommodation for 46 first class passengers during her short life on the Hull-New York service, and the likelihood is that the *Ontario* and *Ohio*, as such, carried about the same number. In view of the uncertainty, and more particularly of the Company's importance, it has been decided to include the principal ships in the fleet list.

1. (1875) *Othello* (I)  
2,520. 316×36. S-1-3. I-S-C2-12 (Earle's (Hull) ). (I-40; II-20; III). Built 1872. 1875 (30/1) F/V Hull-New York. 1895-96 sold.
2. (1875) *Virago*  
1,809. 282×35. S-1-2. I-S-C2-11 (Earle's (Hull) ). Built 1871. 1875 (20/2) F/V Hull-Southampton-New York. 1882 disappeared at sea.
3. (1875) *Colombo*  
2,624. 331×37. S-1-3. I-S-C2-12 (Humphrys (Hull) ). (I-40; II-20; III). Built 1872. 1875 (16/4) F/V Hull-Southampton-New York. 1877 disappeared at sea.
4. (1875) *Navarino*  
3,357. 389×39. S-1-2. I-S-C2-12 (Earle's (Hull) ). Built 1873. 1875 (3/7) F/V Hull-Southampton-New York. 1877 sold.

5. (1875) *Hindoo* (I)  
3,257. 380×37. S-1-3. I-S-C2-12 (Lawrie (Glasgow) ). Built 1872. 1875 (13/10) F/V Hull-Southampton-New York. 1880 foundered.
6. 1877 *Lepanto*  
2,310. 305×36. S-1-2. I-S-C2-12 (Earle's (Hull) ). 1897-98 sold.
7. 1877 *Otranto*  
2,379. Ditto. 1896 (Feb.) stranded; condemned.
8. 1878 *Sorrento*  
2,208. 301×35. S-1-2. I-S-C2-12 (Earle's (Hull) ). 1894-95 sold.
9. 1878 *Rialto*  
2,229. Ditto. 1897 (Mar.) destroyed by fire.
10. 1879 *Salerno*  
2,059. 290×35. S-1-2. I-S-C2-12 (Earle's (Hull) ). 1895-96 sold.
11. 1879 *Marengo*  
2,270. 299×37. S-1-2. I-S-C2-12 (Earle's (Hull) ). 1901-02 sold.
12. 1881 *Romano*  
2,845. 331×39. S-1-2. I-S-C2-12 (Earle's (Hull) ). 1884 (3/5) sunk in collision.
13. 1881 *Galileo*  
2,990. 351×41. S-1-2. I-S-C2-12 (Earle's (Hull) ). 1901 sold; scrapped.
14. 1884 *Martello*  
3,709. 370×43. S-1-3. I-S-T3-12 (Earle's (Hull) ). 1909 sold.
15. (1885) *Chicago*  
2,729. 301×40. S-1-2. I-S-C2-10 (Gray (W. Hartlepool) ). Built 1884 as *Lincoln City* (Furness) (q.v.). 1898 renamed *Salerno*. 1900-01 sold.
16. 1885 *Buffalo*  
4,427. 385×45. S-1-4. S-S-T3-12 (Palmers (Newcastle) ). 1903-04 sold.
17. 1886 *Santiago*  
4,188. 365×45. S-1-3. S-S-T3-12 (Raylton Dixon (Middlesbrough) ). 1889 (Nov.) destroyed by fire.
18. 1887 *Colorado*  
4,220. 370×45. S-1-3. S-S-T3-12 (Earle's (Hull) ). 1907-08 sold.
19. (1887) *Persian Monarch*  
3,725. 360×43. S-1-4. I-S-C2-11 (McMillan (Dumbarton) ). 1881 Built for Monarch Line (q.v.). 1894 wrecked on Long Island (0).
20. (1887) *Egyptian Monarch*  
(1895) *Ohio*  
3,916. Ditto. Built 1881 for Monarch Line (q.v.). 1895 quadruple-expansion engines; renamed. 1904 sold; scrapped.
21. (1887) *Lydian Monarch*  
(1893) *Ontario*  
3,987. 360×43. S-1-4. S-S-C2-11 (McMillan (Dumbarton) ). Built 1882 for Monarch Line (q.v.). 1893 triple-expansion engines; renamed. 1902 sold.
22. 1889 *Hindoo* (II)  
3,592. 368×43. S-1-3. S-S-T3-12 (R. Stephenson (Newcastle) ). 1904-05 became *Hindoo* (German). 1907-08 no trace.
23. 1891 *Francisco*  
4,604. 370×47. S-1-3. S-S-T3-12 (R. Stephenson (Newcastle) ). 1899 became *Bordeaux* (C.G.T.).



24. 1896 *Idaho* (I)<sup>†</sup>  
5,532. 450 × 49. S-1-4. S-S-T3-12 (A. Stephen (Glasgow) ). Laid down as *London City* (Furness). 1896 became *Idaho* (Wilson's & Furness-Leyland). 1898 *Londonian* (ditto). 1898 (5/11) foundered.
25. 1897 *Othello* (II)  
5,059. 420 × 48. S-1-4. S-S-T3-12 (Earle's (Hull) ). 1926-27 became *Schel-depas* (Belgian). 1929-30 no trace.
26. 1898 *Idaho* (II)  
5,974. 460 × 50. S-1-4. S-S-T3-12 (C. S. Swan & Hunter). (I-46). Launched 1897 (2/11). 1902 became *Rancagua* (Chilian Govt.). 1935-36 no trace.
27. 1900 *Toronto*  
6,035. 456 × 52. S-1-4. S-2S-T6-12 (W. Gray & Co. (Hull) ). (I-13). 1925-26 no trace.
28. 1900 *Consuelo*  
7,640. 461 × 52. S-1-4. S-2S-T6-12 (C. S. Swan & Hunter). 1909 became *Cairnrona* (Thomson). 1911 *Albania* (Cunard) (*q.v.*). 1912 *Poleric* (Bank Line). 1929 sold to Japan.
29. 1903 *Idaho* (III)<sup>†</sup>  
4,887. 400 × 50. S-1-4. S-S-Q4-12 (Earle's (Hull) ). 1930-31 no trace.

<sup>†</sup>Cargo steamer. *N.B.* It is quite possible that other steamers included above did not carry passengers.

FUNNEL: Red; black top.

FLAG: (a) White burgee; red ball in centre.  
(b) White swallow-tailed pennant with red ball near hoist.

## Chapter 89

1875-99

### BEAVER LINE

1875. Canada Shipping Company Limited
  1895. Canada Shipping Company Limited  
(D. & C. MacIver, managers)
  1897. Beaver Line Associated Steamers Ltd.  
(D. & C. MacIver, managers)
- (BRITISH)

A GROUP of Montreal merchants founded the CANADA SHIPPING COMPANY LIMITED in 1867—the inaugural year of the Dominion of Canada<sup>1</sup>—and placed orders with Barclay Curle of Glasgow for the 1,000 ton iron sailing ships *Lake Erie* and *Lake Ontario*, which opened a passenger and cargo service between Liverpool,

(1) The Provinces of Ontario and Quebec, which hitherto had constituted the Colony of Canada, together with the Provinces of New Brunswick and Nova Scotia, were formed into the Dominion of Canada in 1867.

Quebec and Montreal a year later. They were joined in due course by the *Lake Superior*, *Lake Michigan* and a second-hand ship, the *Lake Saint Clair*. The main feature of the Company's houseflag was a beaver, and for this reason the Company has always been best-known as the BEAVER LINE.

It was perhaps surprising that the Canada Shipping Company should have introduced a service of sailing ships at a time when the "windjammer" was fast disappearing from the North Atlantic trade. Cost was undoubtedly the deciding factor and not lack of enterprise. It is evident that the Company was actively interested in steamships at an early stage as throughout the 1872 St. Lawrence River season they ran a fleet of chartered steamers between Liverpool, Quebec and Montreal.<sup>1</sup> The first sailing was taken by the 2,000 ton iron screw *Redewater*, which left Liverpool on April 20th and was followed by the *Harold*, *South Tyne*, *Atholl*, etc. Cargo and cabin passengers were carried. The largest of the steamers was the 2,100 ton *Rydal Hall* which sailed on August 22nd. There were also a few steamship sailings in 1873, but none apparently in 1874. In the meanwhile the 146 ton wooden steam tug *Lake*, built at Philadelphia, was placed in commission to avoid the high charges made by the St. Lawrence River tug-owners. The economies so effected enabled the sailing ships to remain in operation for another 15 years, whereas it had seemed likely that they would have to be withdrawn forthwith.

The steamship experiments of 1872-73 must undoubtedly have proved successful as the Company decided in 1874 to place orders with the London & Glasgow Company for three iron screw steamers of 2,200 tons, and it is significant that they were similar in size, design and propelling machinery to the chartered *Rydal Hall*, which had been built by the same firm in 1871 and had in the meanwhile become the West India & Pacific Company's *Chilian*. The first of the new ships, the *Lake Champlain*, left Liverpool on her maiden voyage to Quebec and Montreal in April 1875. The *Lake Nepigon* and *Lake Megantic* followed. When the St. Lawrence River was closed to navigation in the following November all three proceeded to Portland (Maine) and Baltimore. A year later a direct service to Baltimore was substituted, and a further change took place in 1877 when the winter itinerary became Liverpool-Portland. During the summer of 1877 the 1,400 ton iron screw cargo steamer *Triton* had been chartered for one or more voyages between London, Quebec and Montreal.

The *Lake Megantic* was wrecked on Anticosti Island in 1878. An order was immediately placed for the 3,300 ton *Lake Winnipeg*, which was delivered during 1879 and followed by a sister ship, the *Lake Manitoba*. The 4,000 ton *Lake Huron* was delivered in 1881, and on her maiden voyage inaugurated a new winter route from Liverpool to New York. This remained a regular feature of the Line for about twelve years.

(1) *Liverpool Journal of Commerce*, 9/4/72 and many later dates.



The addition of the 4,550 ton *Lake Superior* to the fleet in 1884 was soon offset by the loss of the *Lake Manitoba* in June 1885 on Miquelon Island. Almost exactly a year later the *Lake Champlain* went ashore on the coast of Northern Ireland, but was subsequently refloated and sold.

The fleet was now reduced to four ships—the *Lake Superior*, *Lake Huron*, *Lake Winnipeg* and *Lake Nepigon*—and an order was placed for the 4,500 ton *Lake Ontario*, which differed considerably from her predecessors. She was the first of the fleet to be built of steel and to have triple-expansion engines, and was, in fact, the first British North Atlantic passenger liner to have this improved type of machinery. The advantages of her clipper bow were demonstrated in 1896 when she came into head-on collision with the Dominion Line *Vancouver*. The latter, with her straight stem, suffered considerably, but the *Lake Ontario* was only slightly damaged.

The last of the Company's sailing ships was disposed of during the early 1890's. Apart from the substitution in the autumn of 1893 of a winter service to Halifax and Boston in place of New York the years 1888-93 passed without any particular incident, but they were difficult ones for all the North Atlantic lines. No great surprise was caused when it became known in the autumn of 1894 that court applications had been made simultaneously in Liverpool and Canada for the liquidation of the Line, whose sailings were suspended for several months.

The Liverpool firm of D. & C. MacIver was appointed as managers, a distribution of 7s. 6d. in the £1 was made, and sailings were resumed in May 1895 by the *Lake Superior*, *Lake Winnipeg*, *Lake Ontario* and *Lake Huron*, which proceeded to Quebec and Montreal until November, when a new winter service to St. John, N.B., was introduced. The *Lake Nepigon* was sold.

To enable the Company to continue its activities, a new concern, BEAVER LINE ASSOCIATED STEAMERS LIMITED, was floated in November 1897 with a nominal capital of £50,000 and with D. & C. MacIver as managers. The 4,800 ton Cunarder *Gallia*, built in 1879, was purchased and in conjunction with the four "Lake" steamers maintained a weekly service from Liverpool to Halifax and St. John, N.B. (to Quebec and Montreal in summer) with an intermediate call at Londonderry. The 4,150 ton *Tongariro*, built in 1883 for the New Zealand Shipping Company, was chartered during the summer of 1898 to replace the *Lake Winnipeg*, which was sold.

On December 17th 1898 the sailing of the *Lake Ontario* was held up by a court order. Two days later Elder Dempster & Co. settled outstanding claims and the ship proceeded on what turned out to be her last voyage for the Beaver Line. It was, in fact, the last "Lake" sailing by the Company.

The *Tongariro* and *Gallia* continued to sail from Liverpool to Halifax or St. John, N.B. until March 1899, when the *Gallia* was sold to the Allan Line. The *Tongariro* was then joined by a sister ship,

the *Ruapehu*, which opened the St. Lawrence River season, and it seems that the Company had been proposing to charter or buy the 5,100 ton Norddeutscher Lloyd *Fulda*, which, however, met with a serious accident in a graving dock at Birkenhead and had to be scrapped. It was abundantly clear that the "Associated Steamers" were striving against impossible odds, and the service was withdrawn during the early summer of 1899. The Company went into voluntary liquidation during the following year.

After a short pause the *Lake Ontario*, *Lake Superior* and *Lake Huron* resumed service in May 1899 between Liverpool and Canada under the description "Beaver Line of Steamers (Elder Dempster & Co.)". Further details will be found in the Elder Dempster chapter.

1. 1875 *Lake Champlain*  
2,207. 321 × 35. S-1-3. I-S-C2-10 (L. & Glasgow). (I; II; III). 1875 (13/4) M/V Liverpool-Quebec-Montreal. 1886 (30/6) wrecked on Antrim coast; salvaged and became *Lismore* (British). 1890-91 no trace.
2. 1875 *Lake Nepigon*  
2,209. Ditto. 1875 (27/4) M/V Liverpool-Quebec-Montreal. 1895 became *Golden Fleece* (British). 1896 wrecked in West Indies.
3. 1875 *Lake Megantic*  
2,219. Ditto. 1875 (21/7) M/V Liverpool-Quebec-Montreal. 1878 (30/7) wrecked on Anticosti Island (0).
4. 1879 *Lake Winnipeg*  
3,329. 355 × 40. S-1-3. I-S-C2-11 (Thomson). (I; II; III). 1891 triple expansion engines. 1898 (2/7) L/V Liverpool-Quebec-Montreal. 1898 became *Garbi* (Turkish). 1912 torpedoed and sunk by Italian warship.
5. 1880 *Lake Manitoba*  
3,322. Ditto. 1885 (14/6) wrecked on Miquelon Island (0).
6. 1881 *Lake Huron*  
4,040. 385 × 43. S-1-3. I-S-C2-11 (L. & Glasgow). (I; II; III). 1881 (9/11) M/V Liverpool-New York (in summer to Quebec and Montreal). 1898 (22/10) L/V Liverpool-Quebec-Montreal. 1899 purchased by Elder Dempster. 1900 stranded near Quebec; broken up.
7. 1884 *Lake Superior*  
4,562. 400 × 44. S-1-3. I-S-C2-11 (Thomson). (I; II; III). 1898 (29/10) L/V Liverpool-Quebec-Montreal. 1899 purchased by Elder Dempster. 1902 (31/3) wrecked near St. John, N.B.
8. 1887 *Lake Ontario*  
4,502. 374 × 43. C-2-3. S-S-T3-12 (Laing). (I; II; III). 1896 (Aug.) collision in R. St. Lawrence with *Vancouver* (Dominion); slight damage. 1898 (19/12) L/V Liverpool-Halifax. 1899 purchased by Elder Dempster. 1905 scrapped in Italy.
- 3a. (1896) *Carlisle City* (c)  
3,002. 345 × 41. S-S-T3-11 (Doxford). Built 1896 for Furness Line. 1896 (5/9) F/V Liverpool-Quebec-Montreal (2 R/V during repairs to *Lake Ontario*).
- 3b. (1897) *Assaye* (c)  
5,129. 401 × 45. S-1-4. S-S-T3-11 (H. & W.). Built 1891 for Elder Dempster. 1897 (20/3) F/V Liverpool-St. John, N.B. 1897 (5/4) wrecked in Bay of Fundy.



9. (1897) *Gallia*

4,809. 430 × 45. S-1-3. I-S-C3-12 (Thomson). Built 1879 for Cunard Line. 1896 became *Don Alvado de Bazan* (Cia Trasatlantica). 1897 (20/11) F/V Liverpool-Halifax-St. John, N.B. 1899 (18/3) L/V Liverpool-St. John, N.B. 1899 sold to Allan Line; wrecked on first voyage; salvaged. 1900 scrapped at Cherbourg.

9c. (1898) *Tongariro* (c)

4,163. 389 × 46. C-1-3. S-S-C2-12 (Elder). Built 1883 for New Zealand Shipping Co. 1898 (6/8) F/V Liverpool-Quebec-Montreal.

9d. (1899) *Ruapehu* (c)

4,262. Ditto. Built 1883 for New Zealand Shipping Co. 1899 (15/4) F/V Liverpool-Quebec-Montreal.

FUNNEL: Black; two white bands.

FLAG: White with black beaver; broad blue edges. Long blue pennant above.  
(N.B. The blue pennant was introduced in 1875 for the Company's steamers—not the sailing ships.)

## Chapter 90

1875-94

## ENGELS LINE

(THEODORE C. ENGELS &amp; Co.)

(BELGIAN)

THE firm of THEODORE C. ENGELS & Co. of Antwerp acquired their first ship, the 250 ton sailing vessel *De Ruyter*, in 1860, and during the next 15 years added ten more, most of them being of 600 tons or over. Two small steamers of under 100 tons were acquired in 1868, and the 1,600 ton *De Ruyter* (II) in 1870.

Following the establishment of steamship services between Antwerp and New York by the White Cross Line and between Antwerp and Philadelphia by the Red Star Line in 1872-73, the Engels Line themselves decided to enter the North Atlantic steamship trade. For this purpose they purchased in 1875 the 2,280 ton *Tromp*, built at Glasgow two years previously, and placed her in service between Antwerp and New York as the *De Ruyter* (III). The 2,000 ton *Mercator* was delivered by the same builders in 1877 and the 2,300 ton *Plantyn* in 1880.

The Red Star Line made spectacular progress during the years 1878-83, no fewer than seven steamers being added to their fleet and a service between Antwerp and New York undertaken in addition to the Philadelphia service. The White Cross Line, although content with much smaller ships, also made several additions, which, however, were largely offset by a succession of disasters. Not to be outdone, the Engels Line added the 3,000 ton *Jan Breydel* and *Pieter de Coninck* in 1880-81, the former being built at Newcastle and the latter on the Clyde. For purposes of convenience the *Pieter de Coninck*'s maiden voyage in June 1881 was from Glasgow to New York.<sup>1</sup>

The *Mercator* disappeared from the Company's fleet list in 1881-82 and the *Plantyn* in 1883-84, and if the White Cross Line's experiences are any guide it must be feared that both were lost.

The *Pieter de Coninck*, *Jan Breydel* and *De Ruyter* maintained a fairly regular service between Antwerp and New York or Boston until 1888, when, as the White Cross Line had done four years earlier, the Company decided to discontinue carrying passengers. The two first-named ships were sold to the Thingvalla Line of Copenhagen, and both met with disaster—one within a year and the other in 1904.

The Engels Line *De Ruyter* and the White Cross *Hermann* continued a cargo service between Antwerp and New York until 1894, when the former disappeared without trace. The latter was sold soon afterwards. For some time previously there had been a working arrangement between the two lines. The *De Ruyter* was shown in *Lloyd's Register* as belonging to "Theodore C. Engels & Co. (White Cross Line)" and the *Hermann* to "Steinmann & Co. (White Cross Line)". In each case a cross-reference was made to the other.

1. (1875) *De Ruyter*  
2,280. 320×36. I-S-C2-10 (Stephen). Built 1873 as *Tromp*. 1894 (12/3) disappeared at sea (37).
2. 1877 *Mercator*  
1,958. 281×35. I-S-C2-10 (Stephen). 1881-82 sold or lost.
3. 1880 *Plantyn*  
2,328. 320×36. I-S-C2-10 (Stephen). 1883-84 sold or lost.
4. 1880 *Jan Breydel*  
3,414. 340×40. S-1-3. I-S-C2-11 (Mitchell (Newcastle)). 1888 became *Danmark* (Thingvalla) (*q.v.*). 1889 (6/4) foundered at sea (0).
5. 1881 *Pieter de Coninck*  
3,310. 340×41. S-1-3. I-S-C2-11 (Stephen). 1881 (25/6) M/V Glasgow-New York. 1888 became *Norge* (Thingvalla) (*q.v.*). 1904 (28/6) wrecked near Rockall (620).

FUNNEL: White; black top.

FLAG: Blue(?); white "T.C.E. & Co."

(1) *Glasgow Herald*, 13/6/81.



## Chapter 91

1876-1929

## LEYLAND LINE

- (1873). Frederick Leyland & Company
- 1892. Frederick Leyland & Company Limited
- 1900. Frederick Leyland & Co. (1900) Ltd.
- 1908. Frederick Leyland & Company Limited

(BRITISH)

THE firm of Frederick Leyland & Company was founded in January 1873 by Frederick R. Leyland, who for many years previously had been the moving spirit in the Bibby line of steamers, trading between Liverpool and the Mediterranean, in which he had risen to the position of a partner.

The opening of the Suez Canal in 1869 was responsible for a severe decline in trade between the United Kingdom and the Mediterranean. By an adjustment of their activities some lines were able to overcome or even profit by the changed conditions, a good example being the Anchor Line, who replaced certain Glasgow-Mediterranean sailings by a triangular service Glasgow-Mediterranean-New York-Glasgow. The firm of Bibby, Sons & Company, on the other hand, attempted to carry on as if nothing had happened, although Frederick Leyland was convinced that a new outlet was necessary. The outcome was that Leyland arranged to buy up the entire business. As already stated, the firm of Frederick Leyland & Company came into being in 1873.

The writer is satisfied that the Bibby Line had had no activities of any kind on the North Atlantic, a trade which had experienced boom conditions ever since the Franco-Prussian War. A likely reason why Frederick Leyland's thoughts should have turned to the North Atlantic was the spectacular rise of the White Star Line, whose steamers had been built by Harland & Wolff, the builders of many units of the ex-Bibby fleet. The Liverpool-New York route was ruled out by the activities of the Cunard, Guion, Inman and National Lines as well as the White Star. In addition, the American Line had only recently entered the Philadelphia-Liverpool trade. The solution appeared to rest with the Liverpool-Boston trade, which during recent years had been catered for rather half-heartedly by the Cunard Line and was undertaken by chartered steamers in the case of the only other important participant, the Warren Line.

Frederick Leyland had no intention of abandoning the Mediterranean service. He had taken over a fleet of over 20 steamers. One or two were soon disposed of; orders were placed for a number of others, the majority having a tonnage of about 1,600.

The largest units of the ex-Bibby fleet were the 2,890 ton *Iberian*, *Illyrian* and *Istrian*, built by Harland & Wolff in 1867, and the 3,050 ton *Bavarian*, *Bohemian* and *Bulgarian*, built by the same firm in 1869-70. The *Iberian* inaugurated a new service between Liverpool and Boston on March 11th 1876, and was followed at fortnightly intervals by the *Istrian* and *Illyrian*.<sup>1</sup> Perhaps the most remarkable feature of the new service was that these three ships maintained a regular fortnightly schedule until the end of 1876, and with only one or two minor exceptions until the summer of 1877. In the meanwhile the *Bulgarian*, *Bavarian* and *Bohemian* were despatched to J. Jack & Co. of Liverpool for their single-expansion engines to be substituted by compound. The *Bulgarian* replaced the *Istrian* in the Liverpool-Boston service in August 1877; in the following November the *Bavarian* and *Bohemian* were added, thereby enabling sailings to be increased to weekly. The *Istrian*'s engines were already undergoing conversion. Soon afterwards the *Iberian* and *Illyrian* were taken in hand, and by the summer of 1878 all six ships were in commission.

The success of the new service is evidenced by the fact that the 2,144 ton *Persian*, built in 1863, became a seventh participant in 1880. A year later the *Bohemian* was wrecked, as were the *Illyrian* in 1884 and the *Iberian* in 1885. The 4,195 ton *Virginian* was completed by Palmers of Newcastle in 1881 and a sister ship, the *Venetian*, in 1882, so these two newcomers did much to offset the losses of the other three.

No further fleet changes took place on the North Atlantic until 1888, when the 4,473 ton *Bostonian* was delivered by Harland & Wolff. The 5,088 ton *Columbian* and *Georgian* followed in 1890, and the *Philadelphian* and *Lancastrian* in 1891. These additions enabled the survivors of the original Boston fleet—the *Istrian*, *Bavarian* and *Bulgarian*—to be transferred to the Liverpool-Newport News trade.

Frederick Leyland died in January 1892 at the age of 60. In the following November a limited liability company, FREDERICK LEYLAND & CO. LTD., was formed with Christopher Furness and Walter Glynn as its managing directors, and in this way the Furness and Leyland Lines became closely associated.

Hitherto the Leyland Line's North Atlantic activities had been confined almost exclusively to cargo and the rapidly-expanding live cattle business. In the summer of 1895 Harland & Wolff delivered the 8,825 ton single-screw *Victorian* and *Armenian*, which had comfortable accommodation for 60 saloon passengers. A sister ship, the *Cestrian*, was completed in the following year.

The Company had already detailed the *Venetian* and *Virginian* to the London-Boston service, which they were running jointly with the Furness Line. The completion of the new passenger steamers enabled the *Georgian* also to be transferred to London.

(1) *Liverpool Journal of Commerce*, 15/2/76, etc.



The Wilson's & Furness-Leyland Line Limited was founded in 1896 to co-ordinate the Wilson-Hill Line's London-New York service, and the Furness and Leyland Lines' London-Boston services. Other interests of these companies were not affected. As a detailed account of the new company appears in a separate chapter it will not be necessary to add further details here except that it purchased the *Georgian* and *Bostonian* from the Leyland Line.

Encouraged by the success of the *Victorian* and sister ships, the Company commissioned the 10,405 ton single-screw *Winifredian* in July 1899. She had accommodation for 135 first class passengers, as had a sister ship, the *Devonian*, which was completed a year later. Two further steamers, the 8,548 ton *Bohemian* (II) and the 9,301 ton *Canadian*, call for mention. They were completed in 1900 and it is believed that, like the "*Victorians*" they had accommodation for 60 passengers.

On December 31st 1899 the Company acquired the West India & Pacific Steamship Company Ltd., which had been established in 1863 and had a fleet of 19 steamers engaged in the West Indies and Central American trades. Shortly afterwards FREDERICK LEYLAND & COMPANY (1900) LIMITED, was registered to take over the assets of the old concern.

By the summer of 1900 the Liverpool-Boston service was being undertaken by the *Devonian*, *Winifredian*, *Cestrian*, *Bohemian* and *Lancastrian*. During the early summer of 1901 a new service from Liverpool to New York was inaugurated by the *Canadian*, *Bohemian*, *Tampican* (ex-West India & Pacific Line), *Georgian* and *Philadelphia*. The *Armenian* and *Victorian* had been taken up as transports to South Africa in October and December 1899 respectively and did not return to the Boston service until 1902. As a result of the acquisition of the West India & Pacific Line the Company introduced new services to New Orleans, to Barbados and to Panama, Jamaica and Mexico.

The 13,507 ton twin-screw *Hanoverian* was completed for the Company in July 1902, but made only three round voyages between Liverpool and Boston before being transferred to the Dominion Line, who renamed her *Mayflower*.

The reasons for this transfer are not far to seek as in 1901 the International Navigation Company, the owners of the American and Red Star Lines, acquired a controlling interest in the Atlantic activities of the Leyland Line and embarked upon a colossal policy of expansion, which culminated in the formation of the International Mercantile Marine Company. Amongst the other lines acquired by the combine were the White Star, Dominion, Atlantic Transport and Wilson's & Furness-Leyland.

As the I.M.M. Company's activities were confined to the North Atlantic they were not interested in acquiring the Leyland Line's extensive Mediterranean fleet. By this time Mr. J. R. Ellerman had become the chairman of Frederick Leyland & Co. (1900) Ltd. He

formed a new company, later known as Ellerman Lines Ltd., to operate these ships, which he undertook not to place on the North Atlantic for a stipulated period of years.

The prestige of the White Star Line increased enormously by its associations with the I.M.M. Company, but the reverse was the case with the Leyland and Dominion Lines. The former withdrew their Liverpool–New York service in February 1903 in deference to the White Star Line, which took over the Dominion Line's Liverpool–Boston service and fleet later in the year. Throughout the 1903 season the *Victorian* and *Armenian* ran for the White Star Line between Liverpool and New York, carrying cargo and second class passengers. This, incidentally, was one of the earliest examples of a regrading of first class accommodation to what later became known as "cabin" class. It seems probable that in subsequent years both ships discontinued carrying passengers. This is borne out by a statement in 1908 that the White Star cargo service had been reinstated after a five months interval. The ships then taking part were the *Armenian*, *Georgic*, *Bovic*, *Victorian* and *Cevic*.<sup>1</sup> The three White Star ships certainly carried cargo and cattle only.

The *Devonian*, *Winifredian*, *Cestrian*, *Canadian* and *Bohemian* remained in the Liverpool–Boston service until the outbreak of World War I. In the meanwhile there had been a number of changes in the composition of the fleet. In 1904 two of the ex-West India & Pacific steamers—the 8,200 ton twin-screw *American* and *European*—became the White Star *Cufic* and *Tropic*. It was not until 1908 that any new ships were built for the Company, the additions being the 6,000 ton *Median* and *Memphian* for the West Indies and Central American services, followed in 1910 by the first of a group of ten ships having "N" names. The "(1900)" addition to the Company's title was abolished in 1908 with the result that they again became known as FREDERICK LEYLAND & COMPANY LIMITED.

The cargo steamer *Columbian*, built in 1890, was destroyed by fire in the North Atlantic in May 1914 with a loss of 18 lives. Later in the year the six survivors of the Wilson's & Furness-Leyland fleet were taken over by the Leyland Line.

The first casualty to one of the Company's ships during World War I took place in June 1915, when the *Armenian* was captured by a German submarine, which later torpedoed and sank her. From then onwards further losses followed all too frequently and included the *Russian* (ex-*Victorian*), *Canadian*, *Cestrian* and *Devonian* amongst a total of over 20. Survivors at the time of the Armistice numbered 23, of which the *Winifredian* was the only passenger steamer. Steps had already been taken to rebuild the cargo fleet. Four new steamers were commissioned in 1919-20, followed by eight more in 1921-23, seven of the latter group having names starting with "D". Most of them were detailed to the West Indies and Central American trade.

(1) *The Times*, 2/11/08.



In 1921 eight ships of the British & North Atlantic Steam Navigation Company Limited (Dominion Line) were, for reasons of convenience, transferred to Leyland Line ownership, but as they retained their names the change caused but little comment and requires no further reference here.

The *Winifredian* resumed service between Liverpool and Boston as a "cabin" steamer as soon as possible after the Armistice. Several of the cargo steamers also took part in the service, which was augmented during the summer of 1923 by the 13,500 ton twin-screw *Devonian* (II). This ship was no stranger to the fleet as she had been built in 1902 as the *Hanoverian*, became almost immediately the Dominion Line *Mayflower* and later the White Star *Cretic*.

In the autumn of 1927 the *Winifredian* and *Devonian* were transferred to the Red Star Line's Antwerp-Southampton-New York service, in which they made a few voyages and carried tourist third cabin passengers only. After being laid up for some months they were scrapped in 1929. Soon afterwards the four survivors of the Red Star service were placed under the ownership of Frederick Leyland & Co. Ltd., but the change passed almost unnoticed as the ships already flew the British flag and no important alterations were made in the running of the ships or the service.

The last steamer to be built for the Leyland Line was the 6,500 ton *Atlantian* (II) in 1928. Two years later the Company's fleet consisted of 28 ships in addition to the four Red Star ships, but a severe slump had already set in and several were laid up in different parts of the British Isles. Conditions went from bad to worse, and in 1932-33 no fewer than 14 ships were scrapped in England or Italy, two more were sold to Greek owners and seven—the *Atlantian* and six of the "D's"—to the Harrison Line, who continued to operate them in the Mexican Gulf trade.

The final downfall of the Leyland Line was accelerated by the fact that the International Mercantile Marine Company disposed of its interest in the Line in 1933. Of the five remaining ships, one was sold to Greece and the other four—the *Dakotian*, *Nortonian*, *Norwegian* and *Nubian*—to the Donaldson Line. By 1935, insofar as the North Atlantic was concerned, the Leyland Line had ceased to exist.

1. 1895 *Victorian*  
8,825. 512 × 59. 1-4. S-T3-13 (Harland & Wolff). (I-60). 1895 (7/9) M/V Liverpool-Boston. 1903 Liverpool-New York for White Star (6 R/V); subsequently ran in White Star cargo service ditto. 1914 renamed *Russian*. 1916 (14/12) torpedoed near Malta.
2. 1895 *Armenian*  
8,825. Ditto. (I-60). 1895 (28/9) M/V Liverpool-Boston. 1903 Liverpool-New York for White Star (6 R/V); subsequently ran in White Star cargo service ditto. 1915 (28/6) captured and torpedoed by German submarine.
3. 1896 *Cestrian*  
8,823. Ditto. (I-60). 1896 M/V Liverpool-Boston. 1917 (24/6) torpedoed near Skyro (3).



1927                      *Saturnia*                      23,940 tons  
 Sister ship: *Vulcania*. The last North Atlantic ships built by the  
 Cosulich Line. Both now form part of the "Italia" fleet. (168-8)

"ITALIA"

*facing page 336*

"ITALIA"

1954                      *Cristoforo Colombo*                      29,100 tons  
 The largest and newest ship of the present "Italia" fleet. Sister  
 ship: *Andrea Doria*. Both on New York service. (168-10)







1953

*Guadalupe*

10,226 tons

Runs in the North Atlantic service of the Compañía Transatlántica Española. Sister ship: *Covadonga*.

(124-21)

COMPAÑÍA TRASATLÁNTICA  
ESPAÑOLA

*facing page 337*

1931

*Arosa Star*

9,070 tons

Originally *Borinquen*, later *Puerto Rico*. Extensively re-built and assigned to Bremen-London-Canada service in 1954. (175-2)

J. D. HEWETT & CO. LTD.



4. 1899 *Winifredian*  
10,405. 552 × 59. 1-4. S-T3-14 (Harland & Wolff). (I-135). 1899 (22/7) M/V Liverpool-Boston. 1927 (autumn) Antwerp-Southampton-New York for Red Star. 1929 scrapped in Italy.
5. 1900 *Bohemian*  
8,548. 512 × 58. 1-4. S-T3-13 (Stephen (Glasgow) ). (I-60). 1900 (8/9) M/V Liverpool-Boston. 1920 wrecked near Halifax.
6. 1900 *Devonian* (I)  
10,405—details as (4). (I-135). 1900 (15/9) M/V Liverpool-Boston. 1917 (21/8) torpedoed off Tory Island (2).
7. 1900 *Canadian*  
9,301. 530 × 59. 1-4. S-T3-13 (Hawthorn, Leslie (Newcastle) ). (I-60). 1900-03 Liverpool-New York service. 1903 (28/2) F/V Liverpool-Boston. 1917 (5/4) torpedoed 47 miles from Fastnet (1).
8. 1902 *Hanoverian*  
(1923) *Devonian* (II)  
13,507. 582 × 60. 1-4. 2S-T6-15 (Hawthorn, Leslie (Newcastle) ). 1902 (19/7) M/V Liverpool-Boston (3 R/V). 1903 became *Mayflower* (Dominion) (*q.v.*). 1903 *Cretic* (White Star) (*q.v.*). 1923 renamed *Devonian* and re-entered Liverpool-Boston trade. 1927 (autumn) Antwerp-Southampton-New York for Red Star. 1929 scrapped at Bo'ness.

NOTE. A number of the Leyland Line cargo steamers had accommodation for up to 12 passengers.

FUNNEL: Pink; black top.

FLAG: (a) 1876. Red.  
(b) 1921. Red; green cross with small white ball in centre.

## Chapter 92

1877

### BOSTON, LONDON & ANTWERP STEAMSHIP LINE (BELGIAN)

IT was announced in June 1877 that the BOSTON, LONDON & ANTWERP STEAMSHIP LINE would be running a fortnightly service from Antwerp and London to Boston by the 1,700 ton *John P. Best* and *Ferdinand van der Taelen* and the 1,400 ton *James W. Barber*. Enquiries for freight or passage were invited to Best, Ryley & Co. of London or John P. Best & Co. of Antwerp.<sup>1</sup>

(1) *Shipping & Mercantile Gazette*, 22/6/77.



John P. Best was a Yorkshireman, who settled in Antwerp in 1865 after having been there on business for a short period some seven years previously. For a time he was in partnership with James W. Barber under the style "J. P. Best, Barber & Co.", but this partnership was dissolved in 1876-77.

It is unlikely that the Boston, London & Antwerp Steamship Line, as such, remained in operation for long, but the firm of John P. Best & Co. flourished for many years. The *James W. Barber* was sold in 1882, but the *Ferdinand van der Taelen* remained in the firm's service until 1891 and the *John P. Best* until 1898. This was by no means the end of her career as she was still running under the Italian flag until 1924 or thereabouts.

1. (1877) *John P. Best*  
1,790. 277 × 34. 1-2. I-S-C2-10 (Cockerill (Antwerp) ). Built 1875 as *Egypte* (A. Smyers & Co., Antwerp). 1876 purchased by John P. Best. 1898 sold; became *Hammonia*, later *Jeanne* (Italian). 1924-25 no trace.
2. (1877) *Ferdinand van der Taelen*  
1,727. 271 × 34. 1-2. I-S-C2-10 (Softley (South Shields) ). Built 1874 for J. P. Best, Barber & Co. 1891-92 no trace.
3. (1877) *James W. Barber*  
1,443. 263 × 29. 1-2. I-S-C4-10 (Pearse (Stockton) ). Built 1868 as *King of the Belgians*. 1871 purchased by John P. Best. 1875 renamed; compound engines. 1882 sold; became *Buzzard*.

## Chapter 93

1877-81

I. & V. FLORIO

(ITALIAN)

VINCENZO FLORIO, the founder of the FLORIO LINE, was born in Palermo in 1799. At the age of 40 he purchased his first steamer, the 150 ton wooden paddle *Palermo*, and started a passenger and cargo service between Palermo, Messina and Naples. The *Diligente* was acquired second-hand in 1849, and in 1851 an order was placed with Thomson of Glasgow for the 387 ton iron paddle steamer *Corriere Siciliano*.

In October 1861, soon after Sicily was incorporated into the Kingdom of Italy, Vincenzo Florio founded the "SOCIETÀ IN ACCOMANDITA PIROSCAFI POSTALI—IGNAZIO & VINCENZO FLORIO" with a

capital of 16 million lire and a fleet of nine steamers. Vincenzo Florio died in 1866. His son, Ignazio, born in 1839, became general manager.

The Naval Institute of Naples possesses a complete set of the official "Statistica della Navigazione del Regno d'Italia" from 1863 onwards. These statistics do not record a single sailing by an Italian steamer from any Italian port to North America between 1863 and 1876. There were, however, two sailings from Palermo to New York in 1877 by a steamer of 1,143 tons. No name is mentioned, nor are details given of the passengers and cargo carried. The probability is that the sailings were undertaken by I. & V. Florio, as on April 14th 1876 the Italian Parliament had approved a recommendation for the establishment of a direct passenger and cargo service from Italy to New York by this firm.

A few months later, on October 24th 1876, the Company's fleet was greatly augmented by the purchase of 13 steamers belonging to the "Trinacria" Steamship Company of Palermo, which had gone into liquidation. A further expansion took place in April 1877 by the purchase of ten steamers from the "Peirano-Danovaro" Navigation Company of Genoa.

The first specific information available about I. & V. Florio's North Atlantic activities is an advertisement in a French newspaper stating that the 1,976 ton *Peloro*, formerly belonging to the Trinacria Company, would sail from Marseilles for Palermo and New York in April 1879.<sup>1</sup> The 1,927 ton *Egadi* sailed on November 30th,<sup>2</sup> and the possibility cannot be excluded that there were other sailings direct from Italy to New York. It is unlikely that such sailings would have been advertised in the French newspaper.

Records for 1880 show that there were sailings from Marseilles and Palermo to New York by the 1,908 ton *Solunto* in March<sup>3</sup> and from Marseilles to Malaga and New York by the *Vincenzo Florio* in October.<sup>4</sup> There may have been others. The 2,840 ton *Vincenzo Florio* was the first of three sister ships built by Alexander Stephen of Glasgow, the others being the *Washington* and *Archimede*.

On July 23rd 1881 the amalgamation of the firms of I. & V. Florio and Raffaele Rubattino was approved by King Humbert I preparatory to their absorption by a new concern "NAVIGAZIONE GENERALE ITALIANA—Società Riunite Florio & Rubattino", which was registered on September 4th 1881 and had a validity of 30 years starting from July 1st 1881. The nominal capital was 100 million lire, of which at the outset 35 million was issued. Royal assent was granted on March 16th 1882.

At the time of the amalgamation the Florio fleet consisted of 43 steamers totalling 32,809 tons net, valued at 27 million lire. There is an element of mystery concerning Florio sailings during the first

(1) *Le Séaphore de Marseille*, 3/4/79 and 15/4/79.

(2) *Le Séaphore de Marseille*, 1/12/79.

(3) *Le Séaphore de Marseille*, 12/3/80.

(4) *Le Séaphore de Marseille*, 1/10/80.



half of 1881 as the British-owned Mediterranean & New York Steamship Company advertised two sailings by the *Vincenzo Florio* and two by the *Washington* from New York to the Mediterranean.<sup>1</sup> A possible explanation is that it was considered advantageous to charter the ships to this company during the period of uncertainty immediately preceding the amalgamation, although, despite the wording of the advertisements, the Mediterranean & New York Steamship Company may only have been acting as agents for Florio. In any event, it seems likely that the westbound voyages were under Florio auspices as a list published in 1892 shows that there were 12 Florio sailings from Italy to New York during 1881 and that a total of 137 first class and 2,525 steerage passengers was landed at New York. It should be added that some of these were technically Navigazione Generale Italiana sailings. As was to be expected, the name "Florio" remained in use for some time and it appeared in some advertisements as late as September 1882, although in others a change-over to "N.G.I." had been made during the previous June.

The "Navigazione Generale Italiana—Società Riunite Florio & Rubattino" is dealt with in chapter 105.

1. (1879) *Peloro*  
1,976. 300 × 35. S-1-?. I-S-C2-11 (Richardson (Newcastle) ). Built 1874 for "Trinacria" Steamship Co. 1879 (or earlier) F/V Palermo-New York.
2. (1879) *Egadi*  
1,927. 281 × 35. S-1-?. I-S-C4-11 (Henderson (Renfrew) ). Built 1872 as *Galatea* (German). 1879 (or earlier) F/V Palermo-New York.
3. (1880) *Solunto*  
1,908. 280 × 34. S-1-?. I-S-C2-11 (Watson (Sunderland) ). Built 1872. 1880 (or earlier) F/V Palermo-New York.
4. 1880 *Vincenzo Florio*  
2,840. 352 × 38. S-1-3. I-S-C2-12 (Stephen). (I-20; II-24; III). Launched 1880 (27/5). 1880 M/V Palermo-New York. 1881 became *Vincenzo Florio* (N.G.I.) (*q.v.*). 1910 ditto (Soc. Nazionale di Servizi Marittimi). 1921-22 no trace.
5. 1880 *Washington*  
2,833. Ditto. (I-20; II-24; III). Launched 1880 (10/6). 1880 M/V Palermo-New York. 1881 became *Washington* (N.G.I.) (*q.v.*). 1896 triple-expansion engines. 1910 became *Washington* (Soc. Nazionale di Servizi Marittimi). 1915 (3/5) sunk off Piombino (Italy).
- ——— *Archimede*  
2,839. (Not commissioned by "Florio"—see N.G.I.)

**FUNNEL:** White with two black rings; black top.

**FLAG:** White swallow-tailed pennant; at hoist, red triangles shaped like a long-pennant at top and bottom.

(1) *New York Herald*, 4/4/81 etc.

## Chapter 94

1878

## DONALDSON LINE

- (1878). Donaldson Brothers
- 1913. Donaldson Line Limited
- 1916. Anchor-Donaldson Limited
- 1935. Donaldson Atlantic Line Limited
- 1954. Donaldson Line Limited

(BRITISH)

THE firm of DONALDSON BROTHERS was founded in 1855 by the two brothers John and William F. Donaldson, who three years later acquired their first sailing ship, the 300 ton wooden barque *Joan Taylor*, which was placed in service between the Clyde, Brazil and the River Plate. From this small beginning grew the "Clyde Line of Packets", which in 1866 was carried on by no fewer than 16 sailing ships, some of them chartered.

It was announced in January 1870 that Donaldson Brothers would shortly be inaugurating a line of steamers between Glasgow, Montevideo and Buenos Aires, and the first unit, the 1,350 ton iron screw *Astarte*, was launched in August of the same year. A sister ship, the *Marina*, followed two months later.

The *Astarte* took the first sailing of the "Clyde Line of Steamers" from Glasgow to Rio de Janeiro, Montevideo and Buenos Aires on October 18th 1870. The *Marina* sailed in December, and further sailings took place about every two months. The 2,000 ton *Colina* started her maiden voyage in February 1873 and a sister ship, the *Cybele*, was launched early in 1874. In the meanwhile the *Marina* had been sold and in 1874 was engaged in the Indian trade.

Until the spring of 1874 the Donaldson steamers had been running exclusively to South America. Business was far from brisk during the summer, and for this reason it was announced that the *Astarte* would sail from Glasgow for Quebec and Montreal in April 1874, and that applications for freight and passage should be made to J. & R. Young & Co. In fact, the *Astarte* sailed on May 8th and started a second voyage on June 26th. The name "Donaldson" did not appear in the advertisements, the inference being that the *Astarte* was chartered to or "loaded on the berth" by Young's. This is borne out by the fact that this firm also advertised a Canadian sailing by the steamer *Strathray*, in which Donaldson's had no interest. A year later the ex-Donaldson *Marina* made one or two voyages for Young's between Glasgow and Montreal, and in 1876 they advertised two sailings to the same port by the *Colina*.

It has often been said that the Allan Line entered the South American trade in retaliation for the Donaldson Line's entry into the Canadian trade, and it is, therefore, important to note that the Allan



Line's South American service dated from November 1876. Admittedly there had already been a handful of Canadian sailings by Donaldson Line steamers under Young & Co.'s auspices, but these certainly did not constitute a Donaldson Line service. The first Canadian sailing actually advertised by Donaldsons appears to have been taken by the *Astarte* from Glasgow to Halifax on May 24th 1876. There is no trace of any others before 1878. In the circumstances there can have been no justification for retaliatory action by the Allan Line merely because of one sailing to Halifax.

The *Cybele*, *Astarte* (which was wrecked on the Brazilian coast in February 1878) and *Colina* each made two or more round voyages to South America in 1877. In February 1878 the Donaldson Line advertised for the first time that they would start a Canadian service in the following April. Although a considerable interval had elapsed since the first Allan Line South American sailing, there is ample justification for saying that Donaldson's started this service in retaliation for Allan's entry into the South American trade.

The 2,000 ton *Eirene* took the first Canadian sailing of Donaldson's "Clyde Line of Steamers" from Glasgow to Quebec and Montreal on April 20th 1878, and was followed at fortnightly intervals by the *Colina* and *Cybele*. The 1,700 ton chartered *Erl King* also made two sailings, the last on October 9th, after which all the steamers were diverted to the South American route. There were, however, monthly sailings from Glasgow to Portland (Maine) during the first three months of 1879 preparatory to the reopening of the St. Lawrence River a month later.

The commissioning of the *Cynthia*, *Titania* and *Concordia* in 1880-81 was partly offset by the loss of the *Eirene* and *Cybele*, but sailings had been augmented in 1880 by chartering the *Nebo*, *Orchis*, *Effective* and *Strathairly*, each of which made three or four round voyages.

The chartered steamer *Jeranos* made three voyages from Glasgow to Baltimore during the spring and summer of 1881, and was replaced by the *Concordia* in the autumn. The experiment of running summer sailings to Baltimore was not repeated for several years, but Baltimore took the place of Portland as the Company's winter terminal. Sailings to South America took place between the months of October and February.

The 3,400 ton *Alcides* was acquired in 1885 to replace the *Titania*, which was abandoned at sea. She was the first unit of the fleet to be built of steel and to have triple-expansion engines, and on her maiden voyage to Baltimore made an intermediate call at Halifax. This soon became a regular feature.

The principal development of 1887 was that the Furness Line steamers *Wetherby* and *Boston City* sailed for the Donaldson Line in the Glasgow-Halifax-Baltimore service during the summer. There were few, if any, steamship sailings on the South American route during the year, but there were two in December 1888 and two by

chartered steamers early in 1889. The South American steamship service was then withdrawn, and the last of the Company's sailing ships was disposed of in 1892-93.

The *Alcides* had a narrow escape from disaster during December 1887, when she was in collision with the Allan Line *Manitoba* in the Firth of Clyde, both ships being damaged. Eighteen months later the Donaldson and Allan Lines were again involved when the *Cynthia* collided with the *Polynesian* in the St. Lawrence and sank with a loss of eight lives. The Company experienced a further loss in 1891 when the *Circe*, acquired in 1888 as the *Glamis Castle*, was wrecked on Anticosti Island.

These losses left the Company with only three steamers—the *Alcides*, *Colina* and *Concordia*—plus the *Warwick* and *Amarynthia* (ex-*Merton Hall*), which had been purchased second-hand. Further purchases followed in the form of the *Indrani* and *Hestia* (ex-*Mary Beyts*). The most interesting of these ships was the *Warwick*, which had accommodation for about 450 passengers. Her former owners, the Great Western Steamship Company, sold her on account of their decision to retire from the Bristol-New York passenger trade. The 4,300 ton *Tritonia* was completed for the Company in 1893, and brought the fleet up to a total of eight ships. The *Colina* was, however, laid up at this time and sold in 1895.

A development of a different kind took place in 1893 with the appointment of Donaldson Brothers as Glasgow port agents for the Canada & Newfoundland Steamship Line, which had started operations two years earlier and maintained a passenger and cargo service between Glasgow, Liverpool, St. John's (Nfd.) and Halifax with the steamers *Ulunda* and *Barcelona*. The service was acquired by Furness Withy in 1898, but Donaldson's severed their connection with it in 1897.

The additions to the Donaldson fleet made it possible to inaugurate a fortnightly winter service to Portland in January 1893 in addition to occasional departures to Halifax and Baltimore. From 1895 onwards the Baltimore service became an all year round one and was usually undertaken by the *Hestia* and *Indrani*. The Portland service was, however, superseded in the autumn of 1895 by one to St. John, N.B.

The 4,000 ton *Orthia* and *Kastalia* were commissioned in 1896-97, the 4,700 ton *Lakonia* in 1899, and the 5,200 ton *Marina* and *Parthenia* in 1900-01. In addition the *Keemun* and *Salacia* were purchased second-hand, but the former was only retained for three years.

With the completion of the *Parthenia* the Company's fleet consisted of no fewer than 12 steamers averaging over 4,000 tons. Six were required to maintain a weekly service from Glasgow to St. John, N.B. in winter and to Montreal in summer, and the remainder ran to Baltimore. A few of the Baltimore and St. John steamers proceeded through to Newport News, and sailed in conjunction with



the 4,400 ton *Almora* belonging to the allied Glasgow & Newport News Steamship Co. Ltd.

The 7,800 ton twin-screw *Athenia* arrived in the Clyde from her builders in April 1904, and at that time had accommodation for twelve passengers. Hitherto the Company had distributed their newest steamers between the Canadian and Baltimore services, but now decided that the former should have priority. The *Athenia*, *Parthenia*, *Marina*, *Lakonia*, *Kastalia* and *Salacia* were detailed to the Canadian route.

The striking increase in emigration from Scotland to Canada during the opening years of the century prompted the Company to convert the *Athenia* into a fully-fledged passenger steamer. She sailed from Glasgow for St. John, N.B. on March 25th 1905 with accommodation for 450 third class passengers, all berthed in porthole cabins, and 50 "intermediate". On her second passenger voyage on May 6th to Quebec and Montreal the intermediate class had been renamed "second cabin". A point that needs emphasising is that the *Athenia* can be regarded as the first example of the North Atlantic "cabin" liner as this in effect is what she was, although the description "cabin" did not come into general use for another ten years or more.

It must not be thought that the *Athenia* was the first of the Company's steamers to carry passengers. On the contrary, nearly all her predecessors carried a few and some (for example the *Cybele* and *Warwick*) a considerable number. Unfortunately, in the majority of cases it is far from easy to obtain exact details, but some information will be found in the fleet list at the end of this chapter.

The Company had considered fitting the *Salacia* with extensive passenger accommodation, but instead laid down the twin-screw *Cassandra*, which, although slightly smaller than the *Athenia*, had accommodation for 200 second and 1,000 third class. A contemporary account stated that her second class was quite up to first class standards on many liners. She was notable as the first "cabin" steamer to be built as such. The 9,000 ton *Saturnia* and *Letitia* (I) followed in 1910 and 1912, and the former had a narrow escape from disaster in August 1911 when she collided with an iceberg near Belle Isle. She was able to resume her voyage.

The Allan Line's South American service had continued uninterruptedly since 1876, although of recent years it had been undertaken fairly extensively by chartered steamers. It was announced in 1913 that the Donaldson Line had purchased the goodwill of the service together with three Allan Line cargo steamers. The first of the revived Donaldson sailings from Glasgow and Liverpool to the River Plate was taken by the *Kastalia* in October 1913. The ex-Allan *Ontarian* (later renamed *Cabotia*) followed in November.

This purchase and the recent fleet additions had made it necessary for the Donaldson Line to increase its capital. A limited liability company, the DONALDSON LINE LIMITED, was floated in August 1913, and at the same time a new concern, Donaldson Brothers Limited,

became managers. A further change took place in September 1916 when the Anchor Line obtained a controlling interest in the four Donaldson Line passenger steamers, a separate company, ANCHOR-DONALDSON LIMITED, being formed to operate them.

Soon after the outbreak of World War I the *Letitia* was taken up as a hospital ship and continued in this capacity until August 1917, when she was wrecked near Halifax. The *Athenia* was torpedoed and sunk by a German submarine during the same month when carrying remounts from Canada. Other Donaldson losses were the *Parthenia*, *Marina*, *Kastalia*, *Tritonia* and *Indrani* and the ex-Glasgow & Newport News Steamship Company's *Almora*, which had been absorbed into the Donaldson fleet in 1913. In part compensation for these losses the Company had purchased several second-hand steamers some of which were given typical Donaldson names. The Donaldson South American Line was formed in 1919 to take over the Company's South American trade.

The *Cassandra* and *Saturnia* were extensively engaged in Government service during the war. They returned to the Glasgow-Canada trade as soon as possible after the Armistice, and from 1922 onwards usually called at Liverpool in order to provide a joint Cunard and Anchor-Donaldson service. The Cunard Line had acquired the whole of the ordinary share capital of the Anchor Line in 1912, and were therefore the virtual owners of the Anchor-Donaldson Line.

The 13,500 ton twin-screw *Athenia* (II) and *Letitia* (II) were placed in service in 1923 and 1925 to replace the steamers of similar name lost during the war, thereby enabling the *Saturnia* to be withdrawn and the *Cassandra* to be converted into a cargo steamer. The newcomers were a great advance on their predecessors, and when commissioned catered exclusively for cabin and third class passengers, but in accordance with the prevailing custom on the North Atlantic it was arranged at an early date for some of the existing accommodation to be devoted to tourist third cabin (later renamed tourist class). During the summer one of them sailed every fortnight from Glasgow to Quebec and Montreal via Belfast and Liverpool in conjunction with two of the Cunard "A" steamers, which sailed from Liverpool via Glasgow and Belfast, thereby providing a weekly joint service from all three British ports. The *Athenia* and *Letitia* were extensively employed on cruises during the winter, in addition to routine voyages to Halifax and St. John, N.B.

The Anchor Line underwent a complete reorganisation in 1935 and sold their interest in the Donaldson Line, which in consequence was itself reformed. A new concern, DONALDSON ATLANTIC LINE LIMITED, was registered to take over the *Athenia* and *Letitia*. The other steamers continued to run under the auspices of the Donaldson Line and Donaldson South American Line. A further concern, the Anglo-Newfoundland Steamship Company Limited, had for some years been closely associated with them, and continued to operate



one or two cargo steamers whose principal activity was the carriage of wood pulp from Newfoundland to Britain. In 1938 the managers of the Donaldson interests, Donaldson Brothers Limited, changed their name to Donaldson Brothers and Black Limited.

The torpedoing of the *Athenia* by a German submarine on September 3rd 1939, was one of the first incidents of World War II. Her sister ship, the *Letitia*, served first as an armed merchant cruiser, then as a transport and in 1944 as a Canadian hospital ship. She was purchased by the British Government in 1946.

The Donaldson South American Line was liquidated in March 1941 and the service transferred to the parent Company. At the present time sailings on the South American route are temporarily suspended.

During the immediate post-war period the Company maintained cargo services between the United Kingdom and Canada and the United Kingdom and the Pacific coast of North America. At one time it seemed unlikely that they would re-enter the North Atlantic passenger trade. However, the United States "Victory" ships *Taos Victory* and *Medina Victory* were purchased in 1948, converted to carry 55 passengers and commissioned in 1948 and 1949 respectively as the *Lismoria* and *Laurentia*. These 8,350 ton ships maintain a summer only service between Glasgow and Montreal. In the winter they run between Liverpool, Los Angeles, San Francisco and Vancouver via the Panama Canal.

The Donaldson Atlantic Line Limited was wound up in March 1954 with the result that the *Lismoria* and *Laurentia*, although still managed by Donaldson Brothers & Black Limited, were transferred to the Donaldson Line Limited. No change took place in their activities. The cargo service to the Pacific coast was taken over by the Blue Star Line, who purchased the *Corrientes*, *Carmia (II)* and *Gracia*. The Company is still running a cargo service from Glasgow and the Bristol Channel to Canada by the *Corinaldo*, *Cortona*, *Lakonia* and *Salacia*.

The *Captain Cook* (ex-*Empire Brent*, ex-*Letitia (II)*), is owned by the Ministry of Transport, but is managed by the Donaldson Line. It has been arranged with the New Zealand Government for her to make seven round voyages in 1955 between Glasgow, Liverpool Quebec and Montreal. She now carries approximately 1,000 one-class passengers.

1. 1878 *Eirene*  
2,035. 321 × 35. S-1-2. I-S-C2-10 (Henderson). 1878 (20/4) M/V Glasgow-Quebec-Montreal. (First regular sailing of the line to Canada.) 1879 (7/10) L/V ditto. 1879 wrecked.
2. (1878) *Colina*  
2,001. 319 × 35. S-1-2. I-S-C2-10 (B. Curle). (I-14). Built 1873 for South American service. 1878 (4/5) F/V Glasgow-Quebec-Montreal. 1895 sold to Glasgow owners. 1898 (Apr.) scrapped.

3. (1878) *Cybele*  
1,980. 320×35. S-1-2. I-S-C2-10 (Stephen). (I-16; III-284). Built 1874 for South American service. 1878 (19/5) F/V Glasgow-Quebec-Montreal. 1880 (3/8) L/V ditto. 1880 wrecked.
4. 1880 *Cynthia*  
2,152. 330×37. S-1-2. I-S-C2-10 (Henderson). 1880 (13/7) M/V Glasgow-Quebec-Montreal. 1889 (20/5) collision in R. St. Lawrence with *Polynesian* (8).
5. 1880 *Titania*  
2,153. Ditto. 1880 (7/9) M/V Glasgow-Quebec-Montreal. 1885 abandoned at sea.
6. 1881 *Concordia*  
2,544. 320×41. S-1-2. I-S-C2-10 (B. Curle) (I-6). 1881 (31/8) M/V Glasgow-Quebec-Montreal. 1909 sold.
7. 1885 *Alcides*  
3,421. 340×42. S-1-3. S-S-T3-11 (Napier, Shanks & Bell). 1885 (16/12) M/V Glasgow-Baltimore. 1887 (17/12) collision in Firth of Clyde with *Manitoban* (both damaged). 1909 sold.
8. (1888) *Circe*  
2,364. 332×36. S-1-2. I-S-T3-11 (Aitken & Mansell). Built 1874 as *Glamis Castle*. 1888 (20/4) F/V Glasgow-Quebec-Montreal as *Circe*. 1891 wrecked on Anticosti Island (5).
9. (1889) *Warwick*  
2,527. 316×41. S-1-3. S-S-C2-12 (Richardson) (I-50; II-30; III-380). Built 1882 for Great Western Steamship Co. 1889 (18/7) F/V Glasgow-Quebec-Montreal. 1897 sold.
10. (1890) *Amarynthia*  
3,933. 400×42. S-1-4. S-S-C2-12 (Gourlay). Built 1881 as *Merton Hall*. 1890 (7/5) F/V Glasgow-Quebec-Montreal. 1902 sold.
11. (1892) *Indrani*  
3,640. 362×44. S-1-?. S-S-T3-11 (Royden). Built 1888. 1892 (7/5) F/V Glasgow-Quebec-Montreal. 1915 (27/6) torpedoed.
12. 1893 *Tritonia*  
4,272. 377×46. S-1-?. S-S-T3-11 (Henderson). 1893 (15/4) M/V Glasgow-Quebec-Montreal. 1914 (Dec.) mined.
13. (1893) *Hestia*  
3,790. 365×44. S-1-?. S-S-T3-11 (Doxford). Built 1890 as *Mary Beyts* (British). 1893 (6/5) F/V Glasgow-Quebec-Montreal. 1909 (25/10) wrecked on Grand Manan Island (Maine) (35).
14. 1896 *Orthia*  
4,225. 377×47. S-1-?. S-S-T3-11 (Laing). 1896 (11/9) M/V Glasgow-Baltimore. 1922 collision in R. St. Lawrence.
15. (1897) *Keemun*  
3,132. 362×42. S-1-?. S-S-T3-11 (Thompson). Built 1890. 1897 (5/3) F/V Glasgow-St. John, N.B. 1900 became *Patrie* (Belgian). 1901-02 no trace.
16. 1897 *Kastalia*  
4,039. details as (14). (London & Glasgow). (I-4). 1897 (3/7) M/V Glasgow-Quebec-Montreal. 1914-18 war loss.
17. (1898) *Salacia*  
4,134. 390×46. S-1-?. S-S-T3-11 (Connell). Built 1895 as *Manila*. 1898 (3/9) F/V Glasgow-Quebec-Montreal. 1911 became *Salacia* (German).
18. 1899 *Lakonia*  
4,686. 402×49. S-1-?. S-S-T3-12 (London & Glasgow). (I-8). 1899 (19/5) M/V Glasgow-Quebec-Montreal. 1924 scrapped.



19. 1900 *Marina*  
5,204. 400 × 52. S-1-2. S-S-T3-12 (F. Withy). 1900 (27/10) M/V Glasgow-Quebec-Montreal. 1916 (28/10) torpedoed.
20. 1901 *Parthenia*  
5,160. Ditto. 1901 (12/7) M/V Glasgow-Baltimore. 1917 (6/6) torpedoed.
21. 1904 *Athenia* (I)  
(1905) *Athenia* (I)  
7,835. 478 × 56. S-1-4. 2S-T6-14 (Vickers, Sons & Maxim). (1904) (I-12); (1905) (II-50; III-450). 1904 (21/5) M/V Glasgow-Montreal (cargo steamer). 1905 (25/3) F/V as passenger steamer, Glasgow-St. John, N.B. (tonnage 8,668). 1917 (16/8) torpedoed near Inishtrahull (15).
22. 1906 *Cassandra*  
(1925) *Carmia*  
7,396. 455 × 53. S-1-2. 2S-T6-14 (Scott's). (II-200; III-1,000). 1906 (22/9) M/V Glasgow-Quebec-Montreal (later tonnage increased to 8,135). 1925 renamed; cargo only. 1930 became *Drachtenstein* (Bernstein).
23. (1910) *Pythia*  
4,239. 383 × 46. S-1-2. S-T3-14 (Barclay Curle). (I-36; III-112). Built 1897 as *Raglan Castle* (Castle Line). 1905 became *Domingo*; later reverted to *Raglan Castle*. 1912 sold to Norway. 1931-32 no trace.
24. 1910 *Saturnia*  
8,611. 455 × 55. S-1-2. 2S-T6-14 (Connell). 1911 (Aug.) collided with iceberg near Belle Isle; voyage resumed. 1929 scrapped.
25. 1912 *Letitia* (I)  
8,991. 470 × 57. S-1-2. 2S-T6-14 (Scott's). (II-300; III-1,000). 1917 (1/8) wrecked near Halifax, when hospital ship.
26. 1923 *Athenia* (II)  
13,465. 526 × 66. S-1-2-C. 2S-ST(DR)-15 (Fairfield). (Cabin 516; III-1,000; later cabin 314; tourist 310; III-928). 1923 (21/4) M/V Glasgow-Quebec-Montreal. 1939 (3/9) sunk by *U.30* (112).
27. 1925 *Letitia* (II)  
(1955) *Captain Cook*\* (c)  
13,475. Ditto. (ditto; later cabin 298; tourist 310; III-964). 1925 (Apr.) M/V Glasgow-Quebec-Montreal. 1946 became *Empire Brent* (troopship). 1952 became *Captain Cook* (Australian emigrant ship). 1955 (20/4) F/V as *Captain Cook* (chartered). Glasgow-Liverpool-Quebec-Montreal (one class-1,000).
28. (1948) *Lismoria*\*  
8,323. 441 × 62. 1-2-C. S-ST(DR)-15 (California S.B. Corp. (Los Angeles) ). (I-55). Built 1945 as *Taos Victory* (U.S.). 1948 (4/10) F/V Glasgow-Montreal.
29. (1949) *Laurentia*\*  
8,349. Ditto. (Permanente Metals Corp. (Richmond, Calif.) ). (I-55). Built 1945 as *Medina Victory* (U.S.). 1949 (12/5) F/V Glasgow-Montreal.

NOTE. Most of the steamers prior to *Athenia* (I) carried a few passengers and some a considerable number. In addition numerous cargo steamers were acquired from 1913 onwards.

FUNNEL: Black; white band.

FLAG: (a) 1878. Red-white-blue vertical stripes with large blue "D" on white.  
(b) Anchor-Donaldson. Ditto on main mast; Anchor Line flag on foremast.  
(c) 1935. As (a) with long white pennant with green and red thistle flown above.  
(d) 1954. As (a).

\* Still in service.

## Chapter 95

1878

## FURNESS LINE

- 1878. Thomas Furness & Company
- 1882. Christopher Furness
- 1891. Furness Withy & Company Ltd.
- 1947. "Furness-Warren Line"

(BRITISH)

CHRISTOPHER Furness, the principal founder of the FURNESS LINE, was born in West Hartlepool on April 23rd 1852. At an early age he joined the family business of THOMAS FURNESS & COMPANY, wholesale provision merchants and ship-chandlers, of West Hartlepool, and in 1872 became a partner. The business expanded rapidly, and five years later Christopher persuaded his brother and senior partner, Thomas, that the time was ripe to establish a line of steamers between West Hartlepool and North America. His intention was that on the outward voyage they should cater for general merchandise and homewards carry the produce that the firm imported from America.

An order was placed with Gray of West Hartlepool for the 1,400 ton iron screw cargo steamer *Chicago*, which was launched in March 1878 and sailed from West Hartlepool on May 7th on her maiden voyage. She was wrecked off the Norfolk coast only one day later. A second steamer, the 1,700 ton *Averill*, was already under construction and was launched in September 1878. It may be added that *Averill* was the christian name of Thomas and Christopher's mother. The 2,300 ton *Brantford City* and *York City* followed in 1880-82, the former name being derived from the town of Brantford, Ontario, where Thomas Furness & Co. had established their first overseas branch.

Thomas Furness did not share his brother's enthusiasm for the steamship venture, and the partnership was dissolved by friendly arrangement in 1882 on the understanding that Thomas would in future confine his activities to the merchant business. Christopher Furness took over the steamship interests under his own name, together with the steamers *Averill*, *Brantford City*, *York City*, *Boston City*, *Durham City*, *Newcastle City*, *Wetherby* and *Ripon City*, some of which were still under construction.

The London firm of Adamson & Ronaldson had been engaged in the London-Boston trade since 1879, partly with their own steamers and partly with steamers "loaded on the berth". It happened that one day towards the end of 1882, when they were short of tonnage, their manager, Robert E. Burnett, noticed a strange steamer tied up at



Deptford Wharf. It turned out to be the *Brantford City*, and after making enquiries he got into touch with Christopher Furness and suggested that Adamson & Ronaldson should act as loading brokers for a new Furness Line service between London and Boston.<sup>1</sup> Furness took kindly to the idea and the service was opened on December 23rd 1882 by the *Newcastle City*,<sup>2</sup> which had been launched by E. Withy & Co. of West Hartlepool two months previously. The *York City* took the second sailing in January 1883 and was followed at fortnightly intervals by the *Brantford City*, *Newcastle City* and *Boston City*. The firm of E. Withy & Co., which came under Christopher Furness' control in 1883, subsequently built several more ships for the line. It is interesting to note that Adamson & Ronaldson's advertisements in 1884 stated "Telephone No. 507",<sup>3</sup> which suggests that they were the 507th subscriber in the whole of London and undoubtedly one of the first in the shipping business.

The 2,700 ton *Gothenburg City*, *Stockholm City* and *Lincoln City* were placed in service in 1884. They were the first units of the fleet to have "Board of Trade requirements and excellent accommodation for saloon passengers"<sup>3</sup> and were "built expressly for the passenger trade between Stockholm and the U.S.A."<sup>4</sup> The *Gothenburg City* left West Hartlepool in ballast on April 30th 1884 in preparation for her first voyage from Stockholm to Boston, on which she was scheduled to carry 400/500 emigrants. Unfortunately she stranded on the Island of Gottland, and although she eventually reached Stockholm was obliged to return to West Hartlepool for repairs. In consequence of this setback the service was started by the *Stockholm City* about six weeks later. The *Lincoln City* and *Gothenburg City* followed at fortnightly intervals for New York and Boston respectively, but all three were then transferred to the London-Halifax-Boston trade. The *Lincoln City* was sold to the Wilson Line in the following year. It must be assumed that the results of the Swedish service did not come up to expectations. It is significant that a Swedish-owned North Atlantic line did not come into operation until 1915.

The Company had no intention of confining its activities to the routes already mentioned, and when opportunity occurred was only too willing to try new ones. Thus, the *Durham City* proceeded from London to New York in June 1883, while a month previously the *Averill* sailed from Barrow-in-Furness to Montreal with a cargo of railway lines. She was wrecked on the coast of Cape Breton Island a few days later.

The Halifax Steam Navigation took delivery early in 1885 of the 1,800 ton *Damara* and *Ulunda*, with which they started a new service

(1) Information kindly given to the writer in 1944 during an interview with Mr. Burnett, then a director of Furness, Withy & Co. Ltd.

(2) *Shipping & Mercantile Gazette*, 19/12/82 etc.

(3) *Shipping & Mercantile Gazette*, 24/6/84.

(4) *Shipping Gazette & Lloyd's List*, 1/7/84.

between Glasgow and Canada. Soon afterwards they found themselves unable to pay the final instalments of the purchase price, and in consequence the ships were taken over by Alexander Stephen & Sons, their builders, and disposed of to Christopher Furness, who, early in 1886, placed them in the London-Halifax-St. John, N.B. trade in partnership with the Halifax Company. Each ship carried 16 first class passengers.

The second ship to be built for the Company by the newly-acquired shipbuilding yard of E. Withy & Co. was the 2,300 ton *Washington City*, which was completed in 1885 and was notable as the first ship in the fleet to be built of steel and to have triple-expansion engines. She was, in fact, one of the first ships on the North Atlantic to have this improved method of propulsion. A similar ship was completed at this time by Stephen's, purchased by the Company two years later and placed in service as the *Baltimore City*.

An innovation of rather a different kind took place in 1887, when the Company chartered the 3,600 ton *British Crown* and *British Queen* to augment the steamers already running in the London-Boston trade. They were considerably larger than any of the Company's own ships and had good accommodation for saloon passengers. Both had formerly been running for the American Line between Liverpool and Philadelphia; the *British Queen* had been one of the pioneers of the New Zealand Shipping Company's steam fleet to New Zealand. Neither remained long in the London-Boston trade as the *British Crown* was sold to the Holland America Line in 1887 and the *British Queen* in 1889.

The *York City* was the heroine of an exciting incident in August 1887 when she rescued the 135 passengers and 110 crew of the Inman & International liner *City of Montreal*, which was destroyed by fire in mid-Atlantic. After landing her unexpected guests at Queenstown the *York City* herself had an outbreak of fire, which was eventually subdued, thereby enabling her cargo of cotton to be discharged at Tallinn. Unfortunately she was wrecked on Faro Island, Sweden, on her way back to London. Another of the Company's steamers, the *Newcastle City*, foundered in December 1887 near the Nantucket lightship.

The *Wetherby*, *Gothenburg City* and probably other units of the Furness fleet made some voyages between Antwerp and Boston in 1888, the *Gothenburg City*'s voyage being referred to in *The Times* as under the auspices of the Puritan Line. It appears that the steamers undertaking these Antwerp sailings were under charter to T. Ronaldson & Co. (the successors to Adamson & Ronaldson). A few years later this firm were running a cargo and emigrant service known as the Puritan Line between the same ports with their own fleet of steamers.

The *Ulunda* of the London-Halifax-St. John, N.B. service had the misfortune to go ashore in August 1890, and although re-



floated was sold to the Canada & Newfoundland Steamship Company to run between Liverpool, St. John's, N.F. and Halifax. Her place was taken by the 1,700 ton *Ottawa*, which was wrecked in November 1891.

Christopher Furness opened his own London office in 1890 under the style C. Furness & Co. The 2,100 ton cargo steamers *Tynedale* and *Tynehead* were registered in the name of this firm.

The firm of FURNESS, WITHY & COMPANY LIMITED was founded on September 16th 1891 by the amalgamation of the businesses of Christopher Furness of West Hartlepool (with branches at Boston, Baltimore and Chicago), C. Furness & Co. of London and Edward Withy & Co. of West Hartlepool. The nominal capital of the new concern was £700,000, the first directors being Christopher Furness, Henry Withy and R. W. Vick. The fleet consisted of 18 steamers totalling 44,000 tons gross, with an interest in many others.

The Leyland Line had been running between Liverpool and Boston since 1876. Its founder, Frederick Leyland, died early in 1892 with the result that a limited company, Frederick Leyland & Company Limited, was formed with Walter Glynn and Christopher Furness as the principal directors. By this means Furness Withy obtained a substantial interest in the Leyland Line, which inaugurated a subsidiary service between London and Boston in conjunction with the already well-established Furness service. The Leyland liners *Istrian*, *Bulgarian* and *Bavarian* were acquired by Furness Withy, but were resold within a year or two.

Both the Furness and Leyland Lines had been running occasional sailings to Newport News, and this was partly responsible for the decision of the Chesapeake & Ohio Railroad to start a service of steamers between Newport News and Liverpool in 1893. In order to keep down operating costs the fleet of ships built for the service was placed under the British flag, a new company, the Chesapeake & Ohio Steamship Company, being formed for the purpose. Furness, Withy & Co. Ltd. were appointed managers and held a substantial interest in the line, which they subsequently purchased outright. A second service between Newport News and London was started as soon as the necessary steamers were completed.

The 3,000 ton *Antwerp City* and *Carlisle City* were commissioned in 1894 for the Furness Line cargo services. During this and the following year the 2,100 ton *Halifax City* and *St. John City* were completed for the London-Halifax-St. John, N.B. service, in which they joined the *Damara*. They had clipper bows and carried 22 first class passengers.

A considerable number of second-hand steamers was purchased at this time, most of them being resold within a few months. Among the ships acquired were the Dominion Line's *Oregon* and *Sarnia* of 3,700 tons, which inaugurated a passenger and cargo service between Leghorn, Genoa, Naples and New York. The service was withdrawn

in 1897 and the ships scrapped. Soon afterwards the Prince Line entered the same trade with the newly-built *Tartar Prince*, *Trojan Prince* and *Spartan Prince*. As will be seen in due course, the Prince Line was incorporated in the Furness group in 1916.

Another second-hand steamer purchased by the Company was the iron four-masted *Saint Ronans* of 4,450 tons, built by Earle's of Hull in 1881. Throughout her short spell of service with the Company—she was sold in 1897—she was easily the largest unit in the fleet and was employed principally in the London-Boston trade.

A well-deserved knighthood was conferred on Christopher Furness in 1895. A year later he played a prominent part in the formation of the WILSON'S & FURNESS-LEYLAND LINE LIMITED, which established a passenger and cargo service between London and New York in addition to a cargo service between London and Boston. The close alliance between the Furness and Leyland Lines has already been mentioned. It is not generally known that in 1892-93, and probably in later years, the Wilson and Furness Lines were operating a joint service, known as the WILSON-FURNESS LINE, between Newcastle-on-Tyne and New York at ten day intervals.<sup>1</sup> The Wilson's & Furness-Leyland Line was, in effect, a natural development of the joint Furness and Leyland Line services between London and Boston and of the Wilson-Hill Line service between London and New York. It has been said that the title "Wilson's & Furness-Leyland Line" was only agreed upon after almost endless wrangling between the interested parties. In fact, the name "Wilson-Furness Line" had already been in use, and must undoubtedly have been looked upon as a precedent when the title of the new company was under consideration.

Five new passenger steamers of about 7,000 tons were built for the Wilson's & Furness-Leyland Line's New York service, but they and the rights to the service were sold to the Atlantic Transport Line in 1898 when that company's passenger fleet was acquired by the U.S. Government during the Spanish-American War. The Boston service (cargo only) was continued until 1914, although the Wilson's & Furness-Leyland Line itself was incorporated in the International Mercantile Marine Company in 1902.

The Manchester Ship Canal had been opened in 1894. Four years later Furness Withy formed a new company, Manchester Liners Limited, to run a cargo service between Manchester and the Atlantic seaboard of Canada and the U.S.A. To begin with, two 3,000 ton steamers were purchased from the Johnston Line and renamed *Manchester Enterprise* and *Manchester Trader*. Fifteen further steamers, all with a "Manchester" prefix, were added during the next six years. To-day the Company operates an up-to-date fleet of cargo ships carrying a few passengers between Manchester and Canada and the U.S.A. A new service to Canadian Great Lakes ports has recently been inaugurated.

(1) *Shipping Gazette & Lloyd's List*, December 1892, 19/5/93, etc.



The Furness Line's North Atlantic interests were further expanded during 1898 by the acquisition of the CANADA & NEW-FOUNDLAND STEAMSHIP COMPANY, already mentioned, which was maintaining a passenger and cargo service between Liverpool, Glasgow, St. John's, N.F. and Halifax. The two ships acquired with the service were the *Barcelona* and the ex-Furness *Ulunda*. The 2,500 ton *Dahomé*, purchased some two years earlier, joined them and enabled sailings to be increased to fortnightly. All three ships had comfortable accommodation for first class passengers. Three years later, in 1901, arrangements were made with the Allan Line to run a joint service, which became known as the FURNESS-ALLAN LINE. The *Dahomé* had already been transferred to other duties. The *Ulunda* and *Damara* took part until 1905, when the latter was wrecked, and subsequently the *Ulunda* was the sole Furness representative of the service.

The London-Halifax-St. John, N.B. service was undertaken by the *London City* (a sister ship of the *Dahomé*), *Halifax City* and *St. John City* until the close of 1900, when Stephen of Glasgow delivered the 3,900 ton *Evangeline*, followed shortly by a sister ship, the *Loyalist*. They were single-screw steamers with clipper bows and figureheads, and at that time were by far the most ambitious passenger steamers to be built for the Company. In fact, they were rather too ambitious and both were sold in 1902 to the Lamport & Holt Line for service between New York and South America. In their places the Company purchased four 2,300 ton Clan Line steamers, which were renamed *Evangeline* (II), *Loyalist* (II), *St. John City* (II) and *London City* (II). The *Loyalist* was wrecked in 1904, but the other three remained in the fleet until 1909-10.

Although no attempt has been made to describe every activity of the Company's steamers, many of which have not even been mentioned by name, this brief account has covered most of the principal services, and in particular those on which passengers were carried. From now onwards the ever-widening scope of the Company's interests and a temporary tendency to engage in short-distance rather than long-distance services, make it necessary, in general, to do no more than draw attention to some of the most important events in the Company's subsequent career.

The next move of importance occurred in 1906 when the Company acquired the North Atlantic service of the Neptune Steam Navigation Company together with six of its cargo steamers, which had been running between Rotterdam and Baltimore via the Tyne. The goodwill of this service was sold to the Holland America Line in 1908, one of the conditions being that Furness Withy should represent the Dutch company at various U.S. Atlantic ports. The remainder of the Neptune fleet and the Company's entire assets were acquired by Furness Withy in 1910.

The Chesapeake & Ohio Steamship Company was wound up in 1907, when most of the surviving units of a considerably augmented

fleet were taken over by Furness Withy. Another important North Atlantic cargo line, the Norfolk & North American Steam Shipping Company Limited, was acquired in 1910.

Sir Christopher Furness, the founder of the Company, was raised to the peerage in 1910, choosing the title of Baron Furness of Grantley. He died two years later at the age of 60.

In 1911 Furness Withy acquired an interest in the old-established firm of Houlder Brothers & Co. Ltd. Three years later they played an important part in the formation of a new concern, Furness-Houlder Argentine Lines Ltd., to operate their fleet of ships running between the United Kingdom and the Argentine.

In conjunction with the British Maritime Trust (another Furness Withy subsidiary) the Company obtained a controlling interest in 1912 in the White Diamond Steamship Company Ltd., better known as the Warren Line, which had been running a steamship service between Liverpool and Boston since 1865. A new concern, George Warren & Company (Liverpool) Ltd., was formed but was liquidated in 1922, when the Warren Line (Liverpool) Ltd., took its place. In due course reference will be made to some of the later activities of the Warren Line.

The 4,000 ton *Digby* was completed in 1913 for the Liverpool-St. John's, N.F.-Halifax passenger service, which had been rather neglected of recent years. She had up-to-date accommodation for 90 cabin class passengers. During World War I she served for a time with the Tenth Cruiser Squadron but later, for political reasons, was placed under the French flag as the *Artois*. When she returned to the Company after the war she resumed the name *Digby*.

The war did not prevent a further expansion of the Company's activities, and in addition to the acquisition of the Prince Line in 1916 they obtained full control during that year of the Johnston Line Ltd., in which they had had a partial interest since 1914. The Johnston Line had been engaged in the Liverpool-Baltimore trade since 1880, and in addition ran a service to Mediterranean and Black Sea ports.

The Company's entry into the Bermuda trade dates back to 1919, when the goodwill of the Quebec Steamship Company Ltd. was acquired, and a service between New York and Bermuda operated by the 5,500 ton *Fort Hamilton* and the 7,800 ton *Fort Victoria* and *Fort St. George*. An interesting development took place during the summer of 1920 when the *Fort Victoria* made four or five round voyages between Liverpool and Boston, her owners being advertised as the "Furness Warren Line". She had accommodation for about 400 first class passengers. A year or so later a new company, the Bermuda & West Indies Steamship Company Ltd., was formed to take over the assets of the Quebec Steamship Company. The business progressed satisfactorily and within a few years a 19,000 ton motor ship was placed on order. Unfortunately she was involved in two serious fires and was replaced in 1931-33 by the 22,000 ton *Monarch of Bermuda* and *Queen of Bermuda*, which made a great name for themselves on the New York-Bermuda run.



A fast cargo service was inaugurated in 1922 between London, Philadelphia and New York by the 7,800 ton *London Mariner*, which was followed by several other "London" ships. Soon afterwards the Company took over a service that had been carried on for a year or two by the associated Prince Line to the North Pacific coast via the Panama Canal. A large fleet of fast motor ships with "Pacific" prefixes was built.

The world-famous White Star Line was acquired by the Royal Mail Steam Packet Company in November 1926. Some months previously there were rumours that Furness Withy were the firm interested in the purchase, but the negotiations fell through and perhaps it was just as well as both the White Star Line and the Royal Mail Company passed through many vicissitudes during the next few years. The latter was completely re-organised in 1932 and became the Royal Mail Lines Ltd. By a strange twist of fate this new concern came under Furness Withy control in 1937.

The share capital of Cairns, Noble & Co. Ltd., the managers of the Cairn Line of Steamships Ltd., was acquired by Furness Withy in 1928. This Company had been interested in the cargo business between the North East coast of England and Canada for many years, and in 1907 had obtained control of the Thomson Line, whose passenger service between London and Canada was bought up by the Cunard Line in 1911. The Red Cross Line service between New York, Halifax and St. John's, N.F., was purchased by Furness Withy in 1929.

In November 1934 the Johnston Line Ltd. and the Neptune Steam Navigation Ltd. went into liquidation, their assets being taken over by the Warren Line (Liverpool) Ltd., which, on December 31st 1934, changed its name to Johnston-Warren Lines Ltd. This new company took over the 6,800 ton *Newfoundland* and *Nova Scotia*, which had been completed for the Liverpool-St. John's, N.F.-Halifax-Boston trade in 1925-26 and had replaced the Warren Line *Sachem* and the Furness Withy *Digby*, which had been maintaining the service since the Armistice. The new ships had accommodation for cabin and third class passengers. Both were lost during World War II, but have been replaced by ships bearing the same names. They are dealt with in the Furness-Warren chapter, and it remains to mention that the name "Johnston-Warren Lines" was superseded by the unofficial description "Furness-Warren Line" in 1947, thereby re-introducing the title that had been used in 1920 in connection with the *Fort Victoria's* sailings from Liverpool to Boston.

The only other acquisition that remains to be recorded is the purchase, in December 1935, of the share capital of Shaw, Savill & Albion Ltd., who had been engaged in the Australian and New Zealand steamship trades since the 1880's.

This short account does not by any means do full justice to the firm of FURNESS, WITHEY & CO. LTD., whose share capital now stands at £7,500,000, and whose fleet (including some subsidiaries) totals well over 500,000 tons. Even these figures, however, give no real

indication of the immensity of the Company's ramifications. The tonnage total is increased to over 1,500,000 if independently-run subsidiaries such as Houlder Bros., Manchester Liners, Royal Mail Lines and Shaw, Savill & Albion are included. Without question, the Furness group is one of the world's greatest shipowning corporations. It could, with some justification, claim to be the greatest of them all.

1. 1878 *Chicago* (X)  
1,384. 240×32. S-1-2. I-S-C2-10 (Gray (West Hartlepool) ). Launched 1878 (21/3). 1878 (8/5) wrecked on coast of East Anglia.
2. 1878 *Averill* (X)  
1,690. 260×34. S-1-2. I-S-C2-10 (Gray (West Hartlepool) ). 1883 (21/6) wrecked at Ingonish, C.B.I.
3. 1880 *Brantford City* (X)  
2,371. 280×39. S-1-2. I-S-C2-10 (Gray (West Hartlepool) ). 1883 (10/8) wrecked near Little Harbor, N.S.
4. 1881 *York City* (X)  
2,325. 280×40. S-1-2. I-S-C2-10 (Gray (West Hartlepool) ). Launched 1881 (Oct.). 1887 wrecked on Faro Islands, Sweden.
5. 1882 *Boston City* (X)  
2,334. Ditto. Launched 1882 (Feb.). 1897 became *Norman*. 1899 *Arla* (Swedish).
6. 1882 *Durham City* (X)  
3,092. 314×43. S-1-2. I-S-C2-10 (Gray (West Hartlepool) ). 1898 sold.
7. 1882 *Newcastle City* (X)  
2,129. 285×36. S-1-2. I-S-C2-10 (E. Withy & Co. (West Hartlepool) ). Launched 1882 (Oct.). 1882 (23/12) M/V London-Boston. 1887 (23/12) foundered off U.S. coast.
8. 1883 *Wetherby* (X)  
2,129. Ditto. (Gray (West Hartlepool) ). 1883 (27/6) M/V London-Boston. 1893 (Dec.) wrecked off Cape Hatteras.
9. 1884 *Ripon City* (X)  
2,141. Ditto. 1884 (4/6) M/V London-Boston. 1897 became *Silvia* (Italian).
10. 1884 *Stockholm City*  
2,686. 300×40. S-1-2. I-S-C2-10 (Palmers). (I-20; III-450). 1884 (June) M/V Stockholm-New York-London. 1884 (2/8) 2nd voyage London-Boston. 1898 became *Carolina P.* (Italian). 1900 (approx). *Adelina Corvaja* (Italian); reverted to *Carolina P.* 1907-08 no trace.
11. 1884 *Lincoln City*  
2,729. 301×40. S-1-2. I-S-C2-10 (Gray (West Hartlepool) ). (I-20; III-450). 1884 (July) M/V Stockholm-New York. 1884 (1/10) F/V London-Boston. 1885 became *Chicago* (Wilson) (*q.v.*).



12. 1884 *Gothenburg City*  
2,529. 301 × 38. S-1-2. I-S-C2-10 (E. Withy & Co. (West Hartlepool) ). (I-20; III-450). 1884 (30/4) left W. Hartlepool for Stockholm and New York; stranded on Gottland; returned for repairs. 1884 (July) F/V Stockholm-Boston-London. 1884 (10/9) 2nd voyage London-Boston.
13. 1885 *Washington City*  
2,296. 285 × 36. S-1-2. S-S-T3-10 (E. Withy & Co. (West Hartlepool) ). 1891 became *Fram* (Norwegian).
14. (1886) *Damara*  
1,779. 275 × 35. S-1-2. I-S-C2-10 (Stephen). (I-16). Built 1885 for Halifax S.N. Co. (*q.v.*). 1886 F/V London-Halifax-St. John, N.B. 1905 (3/2) foundered near Halifax.
15. (1886) *Ulunda*  
1,789. Ditto. (I-16). Built 1885 for Halifax S.N. Co. (*q.v.*). 1886 F/V London-Halifax-St. John, N.B. 1890 (Aug.) stranded; refloated and sold to Canada & Newfoundland S.S. Co. (*q.v.*).
16. (1887) *Baltimore City*  
2,334. 290 × 39. S-1-2. S-S-T3-10 (Stephen). (I-20). Built 1885. 1897 (19/7) wrecked Belle Isle (0).
17. (1888) *Madura*  
2,324. 309 × 36. 1-3. I-S-C2-10 (Richardson Duck (Stockton) ). (I-20). 1895-96 sold.
18. 1891 *Ottawa*  
1,719. 275 × 35. S-1-2. S-S-T3-10 (Stephen). (I-20). 1891 (Nov.) wrecked.
19. (1894) *Saint Ronans*  
4,457. 402 × 43. S-2-4. I-S-C2-10 (Earle's (Hull) ). Built 1881. 1897-98 sold.
20. 1894 *Antwerp City* (X)  
3,229. 339 × 42. C-1-2. S-S-T3-11 (Priestman (Sunderland) ). 1900 became *Lilia* (Russian).
21. 1894 *Carlisle City* (X)  
3,002. 345 × 41. C-1-2. S-S-T3-11 (Doxford (Sunderland) ). 1902-03 became *Oracabessa* (Elders & Fyffes). Later *Belem* (Brazilian).
22. 1894 *Halifax City*  
2,141. 311 × 37. C-1-2. S-S-T3-11 (Stephen) (I-22). 1900 became *Kestor* (British). Later *Etruria* (Italian).
23. 1895 *St. John City*  
2,153. Ditto. (I-22). 1900 became *Piemonte* (La Veloce).
24. (1896) *Oregon*  
3,672. 361 × 40. S-1-2. I-S-C2-12 (Connell). (Cabin; III). Built 1883 for Dominion Line (*q.v.*). 1896 (Sept.) F/V Genoa-Leghorn-Naples-New York. 1897 (Sept.) scrapped.
25. (1896) *Sarnia*  
3,729. Ditto. (Cabin; III). Built 1882 for Dominion Line (*q.v.*). 1896 (Nov.) F/V Genoa-Leghorn-Naples-New York. 1897 (Sept.) scrapped.

26. (1896) *London City*  
2,487. 301×41. 1-2. S-S-T3-11 (C. S. Swan & Hunter). (I-20). Built 1891 as *Prion* later *Guinée* (French). 1896 F/V London-Halifax-St. John, N.B. 1897 became *Newfoundland* (Furness). 1900 (approx.) *Taihoku Maru* (Osaka Shosen Kaisha). 1934-35 no trace.
27. (1898) *Dahomé*  
2,470. Ditto. Built 1891 as *Lawang*. 1898 F/V Liverpool-St. John's, N.F.-Halifax.
28. (1898) *Barcelona*  
1,802. 284×34. I-S-C2-10 (Gourlay (Dundee)). (I-20). Built 1878 for Thomson Line. 1891 (approx.) became *Barcelona* (Canada & Newfoundland S.S. Co.). (q.v.). 1898 F/V Liverpool-St. John's, N.F.-Halifax. 1899 scrapped.
29. 1900 *Evangeline* (I)  
3,901. 371×45. C-1-2. S-T3-13 (Stephen). (I-70; II-24; III-48). 1900 M/V London-Halifax-St. John, N.B. 1901 became *Tennyson* (Lamport & Holt).
30. 1901 *Loyalist* (I)  
3,909. 372×45. C-1-2. S-T3-13 (Stephen). (I-70; II-24; III-48). 1901 M/V London-Halifax-St. John, N.B. 1901 became *Byron* (Lamport & Holt).
31. (1902) *Evangeline* (II)  
2,266. 305×39. C-1-2. S-T3-11 (Stephen). (I-20). Built 1891 as *Clan Mackinnon* (Clan Line). 1910 sold.
32. (1902) *Loyalist* (II)  
2,294. Ditto. (I-20). Built 1891 as *Clan Macalister* (Clan Line). 1904 wrecked.
33. (1903) *St. John City* (II)  
2,265. Ditto. (I-20). Built 1891 as *Clan Macnab* (Clan Line). 1910 sold.
34. (1903) *London City* (II)  
2,367. 324×38. I-S-T3-11 (Stephen). (I-12). Built 1882 as *Clan Forbes* (Clan Line). 1910 sold.
35. 1913 *Digby*  
3,960. 351×50. 1-2. S-T3-12 (Irvine's (West Hartlepool)). (I-90). 1914 attached to Tenth Cruiser Squadron. 1915-17 became temporarily *Artois* (French). 1919 Liverpool-St. John's, N.F.-Halifax-Boston as consort to *Sachem* (see Warren Line). 1925 renamed *Dominica*; ran New York-West Indies. 1934 became *Baltrover* (United Baltic). 1947 *Ionia* (Hellenic Mediterranean Lines).

(X)—cargo steamer.

FUNNEL: (a) 1878. Black.  
(b) 1921. Black; narrow red band above a very broad one.

FLAG: (a) 1878. "Union Jack"; blue-edged white square with blue "F" superimposed in centre.  
(b) Blue with white "F".  
(c) 1951. Pale blue swallow-tailed pennant; black ball with a narrow and a broad red stripe; small white "F" near hoist.



## Chapter 96

1878-1904

(approx.)

MEDITERRANEAN & NEW YORK STEAMSHIP CO. LTD.  
(BRITISH)

FEW details are available about this once-important line, which started operations between Marseilles and New York with the 1,561 ton *Powhatan* and the 1,745 ton *Pontiac*, built by Royden of Liverpool in 1878 and 1879 respectively. Early additions were the *Plantain* in 1880 and the *Ponca* in 1881.

In 1881 the Company advertised sailings from New York to the Mediterranean, Adriatic and Black Seas direct by the *Vincenzo Florio* and *Washington*, both of which were owned by the Florio Line and made at least two voyages. They carried first and steerage passengers.<sup>1</sup> The New York agents were Phelps Brothers & Co.—a branch of the British firm of the same name, which acted as the Company's managers. It is not clear whether the company had chartered the ships or whether they were merely acting as agents for the Italian concern.

By 1888 the fleet consisted of the *Pawnee*, *Peconic*, *Picqua*, *Ponca*, *Pontiac* and *Powhatan* (II). The last-named was a single-screw steamer of 2,599 tons built by the Barrow Shipbuilding Company in 1886. With the exception of the *Ponca* all these ships were still in the fleet in 1902, but in the meanwhile the *Pocahontas* and *Pocasset* had been added.

It seems clear that many if not all of the Company's steamers carried passengers. The first definite indication of the Company's passenger activities dates back to 1879, when an advertisement regarding the *Pontiac* invited applications "*pour fret et passage*".<sup>2</sup> but much more explicit was an advertisement in 1895 to the effect that the *Pawnee* carried first and second class passengers.<sup>3</sup>

Although early details relate only to the Marseilles-New York route, it seems clear that at a comparatively early stage the Company's steamers were frequent visitors to Trieste and Venice. By the 1890's, at any rate, the normal route was Trieste-Venice-New York. Latterly there were a few sailings from London or Avonmouth to New York.

The Company appears to have suspended operations in or about 1904. Assuming that its European activities were largely based on Trieste and Venice, the principal reason for the suspension was undoubtedly the rapid rise of the *Unione Austriaca*, but a contributory factor must have been that most of the Company's steamers were small and out of date.

FUNNEL: White, with narrow black band; black top.

FLAG: Red-white-red-white-red vertical stripes.

(1) *New York Herald*, 4/4/81, etc.

(2) *Le Sémaphore de Marseille*, 25/8/79.

(3) *Le Sémaphore de Marseille*, 7/1/95.

## Chapter 97

1879

## ADAMSON &amp; RONALDSON LINE

(BRITISH)

1888-1904

(approx.)

## PURITAN LINE

(ADAMSON &amp; RONALDSON)

(THOS. RONALDSON &amp; COMPANY)

(BRITISH)

THE ADAMSON & RONALDSON LINE, founded by J. W. Adamson and Thomas Ronaldson, started operations with a fleet of sailing ships, which were employed principally between United Kingdom ports and the East. Their first steamer, the 2,408 ton *Sumatra*, was purchased second-hand in 1878 and, as its name implies, had been similarly employed.

The *Sumatra* inaugurated a new service in February 1879 from London to Boston, a call being made at Cardiff for bunkering purposes.<sup>1</sup> The 1,913 ton *Humbert* was chartered for the next voyage at the end of March, the *Sumatra* made a second voyage in April and the 1,976 ton *Mary Louisa* was chartered for the May sailing. From July 1879 onwards the Cardiff call was discontinued.

The first of the direct London-Boston sailings was undertaken by the 4,935 ton *Hooper*, which had been built for the Hooper Telegraph Company in 1873, when she was the largest merchant steamer afloat apart from the *Great Eastern*. Her principal purpose was cable-laying, but she had holds capable of carrying 6,000 tons of cargo and, in addition, catered for a few passengers. She was regularly employed by the Company until the summer of 1881, when she became the *Silvertown* of the India Rubber, Gutta Percha & Telegraph Company, for whom she ran for many years.

Other steamers chartered by the Company in 1879-80 were the 2,500 ton *Milanese* and the 2,411 ton *Glamorgan*, formerly of the short-lived South Wales Atlantic Line, which was soon transferred to the Warren Line. To replace her the Company purchased the 3,172 ton *Rochester*. The 2,330 ton *Edinburgh*, built for the Glasgow & New York Company in 1855, was also purchased during the latter part of 1880. The ubiquitous *Nemesis* is also shown in *Lloyd's Register* as having been purchased by the Company, but no trace has been found of her being employed under their auspices on the North Atlantic. Finally, the 3,024 ton *Hansa*, formerly of the Nord-deutscher Lloyd, made a few voyages under charter to the Company in 1881-82.

(1) *Shipping & Mercantile Gazette*, 31/1/79.



A serious failure of the crops in North America in 1881 hit the Company very severely. It was largely for this reason that the *Nemesis* and *Sumatra* were sold, the *Rochester* transferred to the South American trade and the *Hooper* returned to her owners. By the middle of 1882 the only steamer still employed regularly on the London-Boston service was the *Milanese*.

Reference to the Furness Line chapter will show that in the autumn of 1882 Mr. Robert E. Burnett, the manager of Adamson & Ronaldson, persuaded Christopher Furness to detail several steamers to the London-Boston trade and to appoint his firm as loading brokers. As a result, the already greatly reduced Adamson & Ronaldson service was withdrawn altogether.

Two units of the Furness Line fleet were the 2,529 ton *Gothenburg City* and 2,129 ton *Wetherby*, both of which made at least one voyage from Antwerp to Boston in 1888. It is not improbable that there were further sailings on this route during the year by these or other Furness Line steamers. In any event, what is important is that the *Gothenburg City* was described as running for the "Puritan Line"<sup>1</sup> and not the "Furness Line". This is the earliest reference that has been found to the Puritan Line, which under the auspices of Thos. Ronaldson & Company, the successors to Adamson & Ronaldson, became fairly well-known in later years.

In 1890 Christopher Furness opened his own London office, and a year later the firm of Furness, Withy & Company Limited was formed. Some little while previously Mr. Adamson had retired, with the result that the firm of "Adamson & Ronaldson" became "Thos. Ronaldson & Company". The latter continued for some years as loading brokers for the London-Boston service, although Furness Withy took over the management of the ships and the inward freight department. In 1896 Thos. Ronaldson & Company became loading brokers for the newly-founded Wilson's & Furness-Leyland Line's London-Boston service.

No precise details are available of the Puritan Line's activities before 1892, when the 2,985 ton *Norse King* was purchased. The 3,379 ton *Belgian King* (formerly the *Château Leoville* of the Bordelaise Company) followed, but neither was retained for long. They were replaced by the 3,133 ton *English King*, 4,034 ton *Fitzclarence* and 3,691 ton *Cambrian King*. Two further ships, the *Cynthiana* (later renamed *Saxon King*) and *Storm King* followed in 1899. At some time or another during the Company's career the original Antwerp-Boston service became Antwerp-Boston-Baltimore.

The Puritan Line had built up an extensive cargo and emigrant service, which was badly hit by the rate war which followed the decision of the Cunard Line in 1903 to withdraw from the North Atlantic Conference. The first results were the sale of the *Storm King* and *Saxon King*, but worse followed and in 1904 the Company suspended operations. The three remaining ships were likewise sold.

(1) *The Times*, 29/7/88.

## ADAMSON &amp; RONALDSON LINE

1. (1879) *Sumatra*  
2,408. 363 × 38. C-1-4. I-S-C2-11 (McGregor (Glasgow) ). Built 1858—subsequently lengthened. 1879 (Feb.) F/V London-Cardiff-Boston. 1881 (12/10) L/V London-Boston. 1882 sold to London owners.
- 1a. (1879) *Hooper (c)*  
4,935. 338 × 55. S-1-3. I-S-C2-11 (C. Mitchell & Co. (Newcastle) ). Built 1873 for Hooper Telegraph Works. 1879 (22/7) F/V London-Boston. 1881 (20/7) L/V ditto (11 or more R/V). 1881 became *Silvertown* (India Rubber, Gutta Percha & Telegraph Co.). 1914 ditto (Anglo-American Oil Co. tanker). 1915 ditto (British Admiralty). 1919 ditto (Anglo-American Oil Co's. hulk in Southampton Water). 1924 *Francunion II* (coal hulk at Algiers). 1936 scrapped in Holland.
- 1b. 1879 *Milanese (c)*  
2,500. 311 × 36. I-S-C2-10 (R. Thompson (Sunderland) ). 1879 (27/9) M/V London-Boston. 1882 (10/10) L/V ditto.
- 1c. (1880) *Glamorgan (c)*  
2,411. 320 × 37. S-1-2. I-S-C2-11 (Simons (Renfrew) ). Built 1872 for South Wales Atlantic (*q.v.*). 1880 (14/2) F/V London-Boston (4 R/V).
2. (1880) *Rochester*  
3,172. 336 × 42. C-1-3. I-S-C2-10 (Caird (Greenock) ). Built 1853 as *Atrato*. 1880 (23/6) F/V London-Boston. 1882 (28/2) L/V ditto; transferred to S. American trade. 1884-85 wrecked.
3. (1880) *Edinburgh*  
2,330. 300 × 40. C-1-3. I-S-C2-10 (Tod & McGregor). Built 1855 for Glasgow & New York Co. (*q.v.*). 1859 became *Edinburgh* (Inman) (*q.v.*). 1870 ditto (Telegraph Construction Co.). Later became *Amsterdam* (Dutch). 1880 (22/12) F/V London-Boston (3 R/V). 1887 sold to Italian Govt. 1894-95 no trace.
- 3d. (1881) *Hansa (c)*  
3,024. 328 × 42. C-1-3. I-S-C2-11 (Caird (Greenock) ). Built 1861 for N.D.L. (*q.v.*). 1879 became *Hansa* (British). 1881 (18/5) F/V London-Boston. 1882 (15/3) L/V ditto. 1883 became *Ludwig* (White Cross) (*q.v.*). 1883-84 lost.

## PURITAN LINE

1. (1892) *Norse King*  
2,985. 340 × 41. 1-2. S-T3-11 (Laing (Sunderland) ). Built 1890 for Ross Line. 1898 sold.
2. (1896) *Belgian King*  
3,379. 366 × 41. 1-3. I-S-T3-11 (Sunderland S.B. Co.). Built 1881 as *Château Leoville* (Bordelaise) (*q.v.*). 1888 became *Connemara* (City of Dublin S.P. Co.). 1896 *Belgian King* (Elder Dempster).
3. (1898) *English King*  
3,133. 335 × 43. 1-2. S-T3-11 (C. S. Swan & Hunter). Built 1894 as *Osborne*. 1904 became *Mont Blanc* (Norwegian). Later *Sibirien* (East Asiatic Co.).
4. (1898) *Fitzclarence*  
4,034. 365 × 47. 1-2. S-T3-11 (Tyne Iron S.B. Co.). Built 1897. 1904 became *Fitzclarence* (Glasgow owners).
5. (1898) *Cambrian King*  
3,691. 350 × 46. 1-2. S-T3-11 (Pickersgill (Sunderland) ). Built 1898 as *Ullapool*. 1904 became *Cambrian King* (Glasgow owners).



6. (1900) *Storm King*  
3,279. 340×43. 1-2. S-T3-11 (R. Dixon & Co. (Middlesbrough) ). Built 1890. 1903 became *Homereus* (Houston Line).
7. (1900) *Cynthiana*  
(1901) *Saxon King*  
2,923. 311×41. 1-2. S-T3-11. (Russell (Greenock) ). Built 1891. 1903 became *Egyptian* (Westcott & Laurance).

FUNNEL: Red; black top.

FLAG: White with red saltire; blue ball in centre.

## Chapter 98

1879-93

### KING LINE OF STEAMERS

(WM. ROSS & CO.)

(BRITISH)

THE 2,449 ton *Ocean King* of the KING LINE OF STEAMERS was advertised to sail from London for Montreal on April 19th 1879, followed by the *Viking*, *Erl King*, etc. Enquiries were directed to Wm. Ross & Co. of 3 East India Avenue, London.<sup>1</sup>

This is the only reference that has been found to the King Line, as the next sailing, by the 2,588 ton *Viking*, was advertised as being under the auspices of the Temperley Line<sup>2</sup> (chapter 62). For some years subsequently the *Ocean King*, *Viking* and the 2,193 ton *Erl King* ran between London, Quebec and Montreal under the name "Temperley Line" in what was in effect, however, a joint Temperley and King (or Ross) Line service.

1. 1879 *Ocean King*  
2,449. 350×36. 1-3. I-S-C2-10 (Scott (Greenock) ). 1887 triple-expansion engines.
2. (1879) *Viking*  
2,588. 351×37. 1-2. I-S-C2-10 (Aitken (Glasgow) ). Built 1874.
3. (1879) *Erl King*  
2,193. 306×34. 1-2. I-S-C2-10 (Inglis (Glasgow) ). Built 1865 (1,671 tons, length 250 feet). 1874 lengthened and compounded.  
(N.B. The above ships carried cabin passengers.)

(1) *Shipping & Mercantile Gazette*, 28/3/79.

(2) *Shipping & Mercantile Gazette*, 23/4/79.

## Chapter 99

1879-82

## THISTLE LINE OF STEAMERS

(W. H. Ross &amp; Co.)

(BRITISH)

IN 1879 W. H. Ross & Co. of Liverpool, owners of a large fleet of sailing ships, purchased the 3,409 ton *City of London* from the Inman Line and placed her in service between London and New York. Advertisements at that time made no mention of the name of the line. Enquiries for freight or passage were directed to David Brown & Co., 147 Leadenhall Street, London, E.C.<sup>1</sup>

The 2,536 ton *City of Limerick* was acquired from the same source in 1880, and prior to her second voyage from London to New York in July 1880, was advertised as belonging to the THISTLE LINE OF STEAMERS, the agents being shown as Wm. Ross & Co., of 3 East India Avenue, London, E.C.,<sup>2</sup> who were associated with the Liverpool firm.

The *City of London* and *City of Limerick* were joined in November 1880 by the 3,514 ton *City of Liverpool*, which was newly-built for the Thistle Line service. In September 1881 the 3,185 ton *Massachusetts* was purchased by W. H. Ross & Co. from the Warren Line and despatched under this name from Liverpool to New York, thence to London, where she was re-named *City of Lincoln*. She sailed under the auspices of the Thistle Line on October 18th.

The Company was now at the peak of its fame but not, alas, for long. A month later the *City of London* disappeared without trace, and the same fate befell the *City of Limerick* in January 1882. The casualties were limited to about 40 in each case as neither ship was carrying passengers at the time. These two disasters were responsible within a few months for the withdrawal of the service, the sale of the two surviving steamers and the disbanding of the Thistle Line.

1. (1879) *City of London*  
3,409. 374 × 40. C-1-3. I-S-C2-12 (Tod & McGregor). Built 1863 for Inman Line (*q.v.*). 1881 compound engines. 1881 (13/11) disappeared at sea (41).
2. (1880) *City of Limerick*  
2,536. 331 × 34. C-1-3. I-S-C2-10 (Smith (Glasgow) ). Built 1855 as *African* (British). 1863 became *City of Limerick* (Inman) (*q.v.*). 1880 (May) F/V London-New York. 1882 (8/1) disappeared at sea (43).
3. 1880 *City of Liverpool*  
3,514. 358 × 41. 1-3. I-S-C2-12 (Doxford (Sunderland) ). 1880 (26/11) M/V London-New York.
4. (1881) *City of Lincoln*  
3,185. 335 × 42. C-1-2. I-S-C2-10 (Palmers). Built 1866 as *Manhattan* (Guion) (*q.v.*). 1875 became *Massachusetts* (Warren) (*q.v.*). 1881 (18/10) F/V London-New York. 1884 became *Solis* (Spanish). 1885-86 *City of Lincoln* (Cassels, Liverpool). 1902 (15/8) wrecked near Cape Town (0).

(1) *Shipping & Mercantile Gazette*, 20/8/79.

(2) *Shipping & Mercantile Gazette*, 3/7/80.



## Chapter 100

1880-98

## DAMPSKIBS SELSKABET "THINGVALLA"

(THINGVALLA LINE)

(DANISH)

THE DAMPSKIBS SELSKABET "THINGVALLA" (Thingvalla Line) was founded in Copenhagen in 1880, its name being derived from the 2,500 ton *Thingvalla*, which was purchased from "Sejl og Dampskibsselskabet" ("Sailing and Steamship Company") and became the first unit of the fleet. She was placed in service between Copenhagen and New York.

The *Thingvalla* had been built by Burmeister & Wain of Copenhagen in 1874. Orders were placed with the same firm for the 2,800 ton *Geiser* and *Island*, which were delivered in 1881-82. A slightly larger ship, the 3,258 ton *Hekla*, was completed in Scotland in 1884.

During the early part of its career the Company's ships were well patronised. For example, the *Island* on her maiden voyage in September 1882 embarked 300 passengers at Copenhagen and another 400 at Christiansand (Norway) later the same day. During 1882 the Company's three steamers made 21 round voyages, 537 first class and 10,681 steerage passengers being landed at New York.

A terrible disaster befell the Company in August 1888, when the outward bound *Thingvalla* collided with the homeward bound *Geiser* off Sable Island. The latter sank within five minutes with the loss of over 100 lives. The *Thingvalla* was herself seriously damaged, but, after transferring her 455 passengers to the Hamburg American *Wieland*, was able to proceed under her own steam to Halifax for repairs.

The Company's fleet was augmented almost at once by the purchase of two 3,400 ton steamers from the Belgian-owned Engels Line, which had decided to discontinue carrying passengers. They were re-named *Danmark* and *Norge*, but the former remained in the Company's fleet for only a few months. In April 1889 her propeller shaft snapped about 800 miles from Newfoundland. The Atlantic Transport cargo steamer *Missouri* fell in with her on the following day and proceeded to take her in tow. Early the next morning it was discovered that the *Danmark* was in a sinking condition, her 800 passengers and crew being transferred to the *Missouri*, which landed them safely in the Azores some days later. By that time her stock of foodstuffs was completely exhausted.

Almost exactly a year later the *Thingvalla* was again involved in a serious mishap when, bound for New York with 400 passengers, she came into head-on collision with an iceberg. Her damaged bow

was boarded up and made secure by the addition of a large quantity of fast-drying cement. She was able to reach New York under her own steam.

The 3,867 ton White Star *Celtic*, built in 1872, was purchased by the Company in 1891 and re-named *Amerika*.

The 1890's were difficult times for all North Atlantic lines. The number of passengers carried by the Thingvalla Line fell steeply; added to this their steamers were small and long past their prime. By 1898 the Company was, in fact, on its last legs, and on October 1st of that year was absorbed by DET FORENEDE DAMPSKIBS-SELSKAB (United Steamship Company Limited) of Copenhagen, which had been founded in 1886 and in 1895 had started a cargo service between Copenhagen and the U.S.A. The *Amerika* had already been sold, but the *Thingvalla*, *Island*, *Hekla* and *Norge* continued for a time in the service of their new owners under the description "Scandinavian-American Line".

1. (1880) *Thingvalla*  
2,524. 301×37. S-1-3. I-S-C2-10 (Burmeister & Wain (Copenhagen)). Built 1874 for Sejl og Dampskibsselskabet (Copenhagen). 1880 (March) F/V Copenhagen-New York. 1888 (14/8) damaged in collision with *Geiser*; latter sunk. 1890 (19/5) collision with iceberg; slight damage. 1898 became *Thingvalla* (Scandinavian American Line) (*q.v.*). 1900 sold to "Aslaug" (Copenhagen).
2. 1881 *Geiser*  
2,831. 324×39. S-1-3. I-S-C4-10 (Burmeister & Wain (Copenhagen)). 1881 (Dec.) M/V Copenhagen-Christiansand-New York. 1888 (14/8) sunk in collision with *Thingvalla* (105).
3. 1882 *Island*  
2,844. Ditto. 1882 (7/9) M/V Copenhagen-Christiansand-New York. 1898 became *Island* (Scandinavian American Line) (*q.v.*). 1906 (April) scrapped.
4. 1884 *Hekla*  
3,258. 333×42. S-1-3. I-S-C2-11 (Scott (Greenock)). 1898 became *Hekla* (Scandinavian American Line) (*q.v.*). 1905 *Eduard Regel* (Danish). 1909 *Minsk* (Russian). 1910 scrapped.
5. (1888) *Danmark*  
3,414. 340×40. S-1-3. I-S-C2-11 (C. Mitchell & Co. (Newcastle)). Built 1880 as *Jan Breydel* (Engels) (*q.v.*). 1889 (6/4) foundered in North Atlantic (0).
6. (1888) *Norge*  
3,359. 340×41. S-1-3. I-S-C2-11 (Stephen (Glasgow)). Built 1881 as *Pieter de Coninck* (Engels) (*q.v.*). 1898 became *Norge* (Scandinavian American) (*q.v.*). 1904 (28/6) wrecked near Rockall (620).
7. (1891) *Amerika*  
3,867. 437×41. S-1-4. I-S-C4-12 (Harland & Wolff). Built 1872 as *Celtic* (White Star) (*q.v.*). 1898 sold; scrapped.

FUNNEL: Yellow; white band with blue stars.

FLAG: White with blue stars.



## Chapter 101

1880-87

## MONARCH LINE

(ROYAL EXCHANGE SHIPPING COMPANY LIMITED)

(BRITISH)

THE ROYAL EXCHANGE SHIPPING COMPANY LIMITED, better known as the MONARCH LINE, started operations during the early 1870's with a fleet of sailing ships employed in the Mediterranean and Far Eastern trades. Their first steamers, the 1,400 ton *J. B. Walker* (later re-named *Norman Monarch*) and *John Bramall*, were placed in service in 1875-76, and were followed by the *Danish Monarch*, *Saxon Monarch* and *Celtic Monarch*, the two last-named having a tonnage of 2,000. They, too, were normally engaged in the Eastern trade, but the *Norman Monarch* made a voyage from New York to Copenhagen in March 1880, and it is not unlikely that other North Atlantic sailings had taken place before that date.

In 1879 the Company decided to establish a passenger and cargo service between London and New York, and with this in view placed orders for four large steamers. The first of them, the 3,300 ton *Assyrian Monarch*, was launched in August 1880 and was the first steel steamer to be built for the New York trade. In fact, her only steel predecessor on the North Atlantic was the Allan Line *Buenos Ayrean*.

The *Persian Monarch*, *Egyptian Monarch* and *Lydian Monarch* were completed in 1881-82, the first two being of iron and the third of steel. The four ships made 17 round voyages during the year, a total of 255 first class and 3,667 steerage passengers being landed at New York. In addition the cargo steamers *Celtic Monarch* and *Saxon Monarch* made a few voyages on the same route. The 4,400 ton *Grecian Monarch* was completed in 1882, when, not inappropriately, the *Egyptian Monarch* was chartered by the British Government to take part in the Egyptian expedition.

The number of westbound passengers jumped to 8,800 in 1882, representing an average of 440 a voyage. The year 1883 was also a satisfactory one in spite of the establishment of a competitive service by the "Twin Screw Line", but a severe slump then set in. The year 1885, in particular, was a disastrous one for the Company, the average number of passengers falling to less than 50 a voyage. There was some improvement in the following year—due partly to the fact that the National Line had discontinued carrying passengers from London—but this did not prevent the Company from going into liquidation. The fleet was disposed of during the summer of 1887.

1. 1880 *Assyrian Monarch*

3,317. 360×43. S-1-4. S-S-C2-11 (Earle's). (I-40; III-1,000). 1880 (Nov.) M/V London-New York. 1887 became *Assyrian* (Allan) (q.v.). 1901 sold. 1902 scrapped.

2. 1881 *Persian Monarch*  
3,725. 360×43. S-1-4. I-S-C2-11 (McMillan). (I-40; III-1,000). 1881 (23/4) M/V London-New York. 1887 sold to Wilson Line. 1894 wrecked on Long Island (0).
3. 1881 *Egyptian Monarch*  
3,916. Ditto. (I-40; III-1,000). 1881 (4/6) M/V London-New York. 1887 sold to Wilson Line. 1895 quadruple-expansion engines; renamed *Ohio*. 1904 sold; scrapped.
4. 1882 *Lydian Monarch*  
3,987. 360×43. S-1-4. S-S-C2-11 (McMillan). (I-40; III-1,000). 1882 (25/2) M/V London-New York. 1887 sold to Wilson Line. 1893 triple-expansion engines; renamed *Ontario*. 1902 sold.
5. 1882 *Grecian Monarch*  
4,364. 381×43. S-2-4. I-S-C2-11 (Earle's). (I-40; Intermediate 60; III-1,000). 1882 (24/8) M/V London-New York. 1887 became *Pomeranian* (Allan) (*q.v.*). 1902 triple-expansion engines. 1918 (16/4) torpedoed near Portland Bill (45).

FUNNEL: Grey; black top.

FLAG: White with red cross; blue anchor superimposed. Blue "R" "E" "S" "C" in the quarters.

## Chapter 102

1880-83

### KONINKLIJKE NEDERLANDSCHE STOOMBOOT MAATSCHAPPIJ

(ROYAL NETHERLANDS STEAMSHIP COMPANY)

(DUTCH)

THE KONINKLIJKE NEDERLANDSCHE STOOMBOOT MAATSCHAPPIJ ("K.N.S.M."), or Royal Netherlands Steamship Company, was granted a Royal Charter for incorporation in Amsterdam on October 1st 1856.

For more than 20 years the regular activities of the Company did not extend further afield than the Baltic and Mediterranean, although occasional voyages were made to New York in 1869, but the 2,800 ton *Stad Amsterdam* and *Stad Haarlem* were launched on the Clyde in 1874-75 and were intended to inaugurate a new service between Amsterdam and New York.<sup>1</sup> By the time they were completed a serious slump had set in and both were sold.

(1) *Mitchell's Maritime Register*, 29/1/75 and 2/4/75.



Improved trading conditions at the end of the decade prompted the Company to start an Amsterdam–New York service in 1880, but before doing so they invited the Holland America Line, which was firmly established in the Rotterdam–New York trade, to participate. The offer was refused, and the service was opened by the 1,500 ton *Pollux*, *Castor* and *Stella*, which had been built in 1870-71 for the Company's Mediterranean service. A total of 18 round voyages was undertaken in 1881, but in the following year conditions improved still further and the Company found it necessary to charter the A.T.L. *Surrey* and the *Nemesis*, both of which carried some hundreds of steerage passengers. During 1882 there were 34 round voyages to New York, where 465 first class and 14,637 steerage passengers were landed.

The Holland America Line was severely hit by the "K.N.S.M." competition and in February, 1882 called a special meeting to consider what steps should be taken to meet it, the result being that they decided to start an opposition service on the same route. Later in the year the two companies were sensible enough to enter into a series of discussions, the outcome of which was that the "K.N.S.M." agreed to withdraw from the trade for a period of ten years provided the Holland America Line shared their sailings equally between Rotterdam and Amsterdam.

In 1912 the "K.N.S.M." acquired the Royal Dutch West India Mail Line, founded in 1883. Although a direct service between Holland and New York was never reinstated, for many years the Company maintained sailings from Amsterdam and Dover to Barbados, Trinidad, Dutch and British Guiana, Venezuela and New York. The steamers taking part in 1939 included the 4,000 ton *Cottica*, *Crijnsen*, *Stuyvesant* and *Van Rensselaer*. The New York extension has since been discontinued.

— *Stad Amsterdam*

2,714. (Not commissioned by Company; see C.G.T. *Ville de Marseille*.)

— *Stad Haarlem*

2,865. (Not commissioned by Company; see C.G.T. *Ferdinand de Lesseps*.)

1. (1880) *Pollux*

1,523. 259 × 33. S-1-2. I-S-C2-10 (Inglis). Built 1870.

2. (1880) *Castor*

1,520. 254 × 33. S-1-3. I-S-C2-10 (Inglis). Built 1870.

3. (1880) *Stella*

1,494. 253 × 33. S-1-3. I-S-C2-10 (Van Vlissingen (Amsterdam) ). Built 1871.

(N.B. *Surrey* (A.T.L.) and *Nemesis* (see Cunard) were chartered in 1882.)

FUNNEL: Black; narrow white band near top and another near the bottom.

FLAG: Blue; large white diamond with golden crown.

## Chapter 103

1881

COMPAGNIE BORDELAISE DE NAVIGATION À VAPEUR  
(FRENCH)

THE COMPAGNIE BORDELAISE DE NAVIGATION À VAPEUR, often referred to as the "Bordeaux Line", started operations in 1881 between Bordeaux and New York with the 3,400 ton *Château Lafite* and *Château Leoville*, both of which were newly-built in British yards. During the year they made 13 round voyages.

The Company's fleet was augmented in 1883-84 by the 4,000 ton *Château Margaux* and *Château Yquem*, newly-built at Bordeaux. In spite of a slight increase in the frequency of sailings the total number of passengers landed at New York fell from 67 first class and 3,440 steerage in 1883 to 109 first class and 1,010 steerage in 1884. Although there was a decided improvement in 1887 the Company was not making ends meet, and the *Château Leoville* was sold in 1888, while the *Château Margaux* was chartered to the Compagnie Générale Transatlantique.

The *Château Yquem* and *Château Lafite* remained in the Company's ownership until 1891, when they were transferred to the "Nouvelle Compagnie Bordelaise de Navigation" under the direction of H. Bordes et Cie. The former was sold in 1896 and the latter scrapped in 1902.

This was not the first unsuccessful attempt to run a service from Bordeaux to New York, as the Anchor Line had established a short-lived service between the same ports in 1876.

1. 1881 *Château Lafite*  
3,462. 366 × 41. S-1-2. I-S-C2-12 (Oswald Mordaunt). 1891 offered for sale at Bordeaux; unsold. 1902 (June) sold to Italy; scrapped.
2. 1881 *Château Leoville*  
3,354. 366 × 41. S-1-3. I-S-C2-12 (Sunderland S.B. Co.). 1888 (May) sold to French owner. 1888 became *Connemara* (C. of Dublin S.P. Co.). 1896 became *Belgian King* (Elder Dempster (later Puritan Line) (q.v.)).
3. 1883 *Château Margaux*  
4,035. 386 × 41. S-1-2. I-S-C2-13 (Chantiers de la Gironde (Bordeaux)). Launched 1883 (20/7). 1889 (28/4) sunk in collision with *Manora* in English Channel when under charter to C.G.T.
4. 1884 *Château Yquem*  
4,035. Ditto. Launched 1883 (17/11). 1897 sold to Fabre Line (q.v.). 1901 renamed *Gallia*. 1912-13 scrapped.

FUNNEL: White; black top.

FLAG: White with red border; three red crescents in centre; blue "C" "B" "N" "V" in corners.



## Chapter 104

1881-86

## CARR LINE

(GERMAN)

THE CARR LINE, in a different way, played every bit as important a part in the history of German shipping as did the Adler (or Eagle) Line. It was founded by Edward Carr of Hamburg. Orders were placed in England for the 1,500 ton iron screw *Europa*, *Africa*, *Asia* and *India*, which were completed in 1880-81. The 2,100 ton *Australia* and *Polynesia* followed almost immediately, and the 2,700 ton *Polaria* and *California* in 1882-83. The writer has seen more than one reference to another ship, the *America*, but unfortunately no details are available.

The first sailing from Hamburg to New York is stated to have taken place on June 7th 1881. To some extent this is borne out by the fact that the *Australia* arrived at New York on June 27th 1881,<sup>1</sup> although she must have made a very slow passage for the departure date to be correct, unless she made a call somewhere *en route*. The Company's steamers made six voyages to New York in 1881 and there landed 3,304 steerage passengers.

It would be interesting to have details of the early activities of the *Europa*, *Africa*, *Asia* and *India*. The only light that can be thrown on the subject is that the *India* and *Africa* were running for the Company between Antwerp and Baltimore in 1883,<sup>2</sup> and may well have been similarly employed from the first. The *Asia* had already been lost; the *Africa* disappeared without trace soon afterwards.

By 1884 the *California*, *Polaria*, *Polynesia*, *Australia*, *India* and *Europa* were all running between Hamburg and New York, and during the year made 32 round voyages; 14,508 steerage passengers were landed at New York. In contrast the Hamburg American Line carried over 56,000 in the course of 84 voyages, but the success of the new competitor was sufficient to cause this old-established line great concern, and was responsible for a period of cut-throat competition between them.

The Carr Line confined their activities to cargo and steerage passengers. Their passenger representatives were the Hamburg firm of Morris & Co., whose owner was a young Jew named Albert Ballin, born in August 1857. In May 1886 Ballin was appointed head of the Hamburg American Line's passenger department. It was arranged that his duties should include the booking of steerage passengers for the *California*, *Polaria*, *Polynesia* and *Australia*, which were incorporated into the Hamburg American fleet, and for the CARR-UNION LINE, which had been formed two months previously by the amalgamation of the Carr Line with Rob. M. Sloman's Union Line.

(1) *The Times*, 29/6/81.

(2) *Shipping & Mercantile Gazette*, 30/1/83.

This recognition of Albert Ballin by the Hamburg American Line was one of the most astute moves the Company ever made. He proved his worth almost at once, and within a few years became one of the greatest personalities ever known in the long history of North Atlantic and, indeed, world shipping.

1. 1880 *Europa*  
1,533. 260×34. I-S-C2-10 (C. Mitchell & Co. (Newcastle) ). 1893 sold to Witt & Busch (Hamburg). 1914 (approx.) scrapped.
2. 1880 *Africa*  
1,495. Ditto. (Stephen (Glasgow) ). 1883 (approx.) disappeared at sea.
3. 1880 *Asia*  
1,540. Ditto. (C. Mitchell & Co. (Newcastle) ). 1882 lost.
4. 1881 *India*  
1,551. 261×34. I-S-C2-10 (ditto). 1893 sold to Gaiser (Hamburg). 1901 no longer listed.
5. 1881 *Australia*  
2,119. 299×36. I-S-C2-10 (ditto). 1881 (June) M/V Hamburg-New York. 1888 became *Australia* ("Hapag") (q.v.). 1902 wrecked near Antwerp.
6. 1881 *Polynesia*  
2,196. Ditto. 1888 became *Polynesia* ("Hapag") (q.v.). 1904 sold.
7. 1882 *Polaria*  
2,724. 300×38. I-S-C2-10 (ditto). 1888 became *Polaria* ("Hapag") (q.v.). 1904 sold.
8. 1883 *California*  
2,690. Ditto. (Sir W. J. Armstrong Mitchell (Newcastle) ). 1888 became *California* ("Hapag") (q.v.). 1898 became *Wineland* (Forenade). 1911 scrapped.

## Chapter 105

1881-1931

### NAVIGAZIONE GENERALE ITALIANA (ITALIAN)

THE NAVIGAZIONE GENERALE ITALIANA Società Riunite Florio & Rubattino was registered at Genoa in September 1881 and, as its name implies, was formed by the amalgamation of I. & V. Florio of Palermo and R. Rubattino of Genoa.

The Florio Company is dealt with in chapter 93 and at the time of the fusion owned 43 steamers totalling 32,809 tons nett. It had been running a service to New York since 1877—originally from Palermo and latterly from Marseilles and Palermo—recent additions to the fleet being the 2,840 ton *Vincenzo Florio* and *Washington*. A similar ship, the *Archimede*, was launched in November 1881.

Raffaele Rubattino was born in Genoa in 1810. On September 1st 1838 he and Gaetano de Luchi founded the "Ditta de Luchi &



Rubattino per la Navigazione" with a capital of 330,000 lire, purchased the wooden paddle steamer *Etrusco* built by Cavanna of Leghorn, renamed her *Dante* and on October 12th 1839 started a service from Genoa to Marseilles, Leghorn and Naples. On July 22nd 1842 the name of the firm was changed to "Società per la Navigazione a Vapore R. Rubattino", and in the meanwhile three more steamers were added. One was sunk in collision almost immediately; two more followed. By 1881 the Rubattino fleet consisted of 38 steamers totalling 26,918 tons nett. The Company's principal service was from Marseilles, Genoa and Naples to Bombay, Singapore, Batavia and Hong Kong. Subsidiary services ran to Tunisia, Malta, Egypt, Syria, Cyprus, etc. The 4,580 ton *Raffaele Rubattino* and *China* (later renamed *Domenico Balduino*) were completed in 1882 for the Far Eastern service.

The amalgamation of the firms of I. & V. Florio and Raffaele Rubattino had been approved by King Humbert I of Italy on July 23rd 1881. The Navigazione Generale Italiana was registered in Genoa on September 4th 1881 for a period of 30 years, but was back-dated to July 1st 1881. Royal assent was granted on March 16th 1882. The Company's nominal capital was 100 million lire, of which 35 million were paid up.

In 1882 the Company landed 278 first class and 3,089 steerage passengers at New York during the course of 16 voyages by the *Vincenzo Florio*, *Washington*, *Archimede* and the 1,900 ton *Peloro*—all ex-Florio steamers—which, since the fusion, were running on a revised itinerary Genoa–Naples–(Palermo)–New York–(Marseilles)–Genoa. The Palermo call was a conditional one; at one time practically all the steamers called at Marseilles, but at a later date this port was omitted altogether. The 2,837 ton *Indipendente* and *Gottardo* were completed in 1883 and were sister ships of the *Vincenzo Florio*.

The N.G.I. entered the South American trade in 1885 by taking over the fleets and services of the "Società Italiana di Trasporti Marittimi 'Raggio & Co.'", which had been founded in 1881 to run between Genoa and the River Plate, and of the "Società 'Rocco Piaggio & Figli'", which was running between Genoa, Brazil and Valparaiso. In this way the Company acquired 17 additional steamers, of which the 3,577 ton *Regina Margherita* was the most outstanding. Another, the *Sirio*, became notorious in 1906 when she was wrecked near Cape Palos with heavy loss of life.

The *Vincenzo Florio*, *Washington*, *Archimede*, *Indipendente* and *Gottardo* were transferred to the South American service in or about 1888, when the 2,258 ton *Entella* and 1,861 ton *Plata*, formerly owned by Raggio & Co., were running to New York. The 2,172 ton *Letimbro*, another ex-Raggio steamer, was sharing the New York service with them in 1894 and probably in earlier years. In spite of the fact that these somewhat smaller ships were being detailed to the North Atlantic, there was an appreciable increase in the number of passengers carried. In 1890 the number of voyages undertaken was

23; 148 first class and 8,946 steerage passengers were landed at New York.

No new construction for the New York trade took place between 1883 and 1900, but the 3,149 ton *Sempione* (ex-German) was purchased from the Union Line in 1896. Four years later the 5,229 ton *Sicilia* was completed at Riva Trigoso, and was followed by other Italian-built ships of about the same size—the *Sardegna*, *Liguria* and *Lombardia*. Another ship, the *Umbria*, was intended for the South American service, but made a few voyages to New York. The pioneer *Vincenzo Florio*, *Washington* and *Archimede* made occasional New York voyages at this time.

On June 6th 1901 the N.G.I. obtained a majority shareholding in "La Veloce", which had been founded in 1883 and could be traced back to 1864. Until a few months previously this Company had confined its attention almost exclusively to the South Atlantic. Its sudden interest in the New York route was probably the reason for the N.G.I.'s decision to buy it up and so avoid the possibility of having a serious competitor. "La Veloce" retained its separate identity, but ran jointly with the N.G.I. to New York as well as South America.

In 1906 the N.G.I. purchased three 9,000 ton twin-screw steamers from the British Shipowners Company, fitted them with accommodation for a large number of first, second and third class passengers, and placed them in service between Genoa, Naples and New York as the *Lazio*, *Sannio* and *Campania*. During the same year they obtained a controlling interest in "Italia", which had been largely under Hamburg American influence since its foundation in 1899 and had confined its activities to the South American trade.

Other important developments were the establishment in 1907 of a rival service by the Lloyd Sabaudo between Genoa, Naples and New York, followed by one to South America, and of the Siculo Americana service between Palermo and New York. In December 1907 the N.G.I. acquired the Lloyd Italiano, which was running on both the North and South Atlantic.

The N.G.I. and its subsidiaries, "La Veloce", "Italia" and "Lloyd Italiano", started joint services to New York and to South America in 1908. All four companies commissioned twin-screw steamers of 7,000-9,000 tons, the N.G.I. contributions being the 7,800 ton *Duca degli Abruzzi*, *Duca d'Aosta* and *Duca di Genova* for the New York route, and the *Regina Elena*, *Re Vittorio* and *Principe Umberto* for the South American.

The first attempt at reaching an agreement between the various lines running from Italy to New York had taken place in 1899, when representatives of the Anchor, Prince, Fabre, Hamburg American, Norddeutscher Lloyd and N.G.I. Companies met in Paris. They agreed to charge a uniform steerage fare of 160 lire from Genoa to New York and 140 lire from Naples, the agreement being valid until January 1901. A second agreement was signed in Florence in 1906 and was valid until March 1908. Steerage fares were reduced by 40



per cent and decisions were reached regarding the maximum number of sailings to be undertaken by each signatory. A "Mediterranean Conference" sat in Paris on a number of occasions between September 1908 and February 1909. Six Italian companies (including the N.G.I. and its three subsidiaries) were represented, together with the Anchor Line, Austro-Americana, C.G.T., Compañia Trasatlantica, Fabre, Hamburg American, Norddeutscher Lloyd and White Star Line. It was agreed that the Italian lines should receive approximately 49 per cent of the pooled revenue of the steerage passenger business between Italy and North America.

The N.G.I. had continued the various local subsidised services bequeathed to them by the Florio and Rubattino Companies at the time of the 1882 amalgamation, and others which had been developed since. Owing to the growing importance of the North and South Atlantic business and the increased competition of foreign lines it was decided, upon the expiry in 1908 of the various agreements with the Italian Government, not to apply for renewal. In order to allow time for other plans to be made, the N.G.I. agreed, however, to continue these services until June 1910, when a new company, "Società Nazionale di Servizi Marittimi", came into being and took over no fewer than 65 N.G.I. ships. As a result of this and other sales the N.G.I. fleet on December 31st 1910 was reduced to 18 ships in comparison with the 105 ships registered in its name on June 30th 1910. The Company had decided to concentrate all its efforts on the transatlantic trades; it abandoned its numerous Mediterranean services and those to India and the Far East. Of the 18 ships, three ran to New York, three to Boston, three to New Orleans and five to South America. The remainder were cargo steamers.

The wide dispersal of N.G.I. resources prior to June 1910 had allowed the North Atlantic fleets of "La Veloce", "Italia" and the "Lloyd Italiano" to outclass that of the parent concern. This state of affairs could not be allowed to continue, and a simple remedy was found in 1912-13 by an interchange of tonnage. In this way the N.G.I. acquired "La Veloce" *America* and *Italia* and the "Italia" *Verona*, and parted with the *Umbria*, *Sannio* and *Duca di Genova*. Of greater importance still was the placing of an order in England for a ship of over 20,000 tons, followed by a similar order with an Italian yard. However, the outbreak of World War I a few months later was responsible for a long delay in the completion of these ships.

In 1913 the Canadian Pacific and Unione Austriaca introduced new services from Trieste to Canada. Not to be outdone, the N.G.I. despatched the 9,000 ton *Palermo* (formerly the *Lazio*) in July 1913 from Naples and Genoa to Halifax and Boston, the "Italia" *Napoli* (formerly the N.G.I. *Sannio*) followed in August and on her second voyage in September the *Palermo* sailed with about 2,000 passengers, nearly 300 of whom were landed at Halifax. Nevertheless, the service was not a success and was withdrawn within a few months.

The Sicola Americana had become a serious competitor of the N.G.I. group. On August 19th 1917 the N.G.I. founded a new company, "Transoceanica Società Italiana di Navigazione", which absorbed the Sicola Americana, together with its parent concern, Peirce Brothers, and the "Italia" Line.

The N.G.I. lost four of their ships during World War I—the *Regina Elena*, *Principe Umberto*, *Palermo* (ex-Lazio) and *Verona*. On May 18th 1918 they decided, therefore, to absorb the "Lloyd Italiano" and its four surviving ships, the *Taormina*, *Caserta*, *Indiana* and *Principessa Mafalda*. The first two were subsequently employed on the North Atlantic, but the two last-named remained in the South American trade. The *Principessa Mafalda* foundered off the coast of Brazil in October 1927 with the loss of 300 lives.

There still remained two N.G.I. subsidiaries—"Transoceanica" and "La Veloce". The former was absorbed on August 20th 1921 together with its fleet of 11 ships, of which the *San Gennaro*, *San Giorgio* and *San Giovanni* were renamed *Colombo*, *Napoli* and *Palermo* respectively, and were detailed to the North Atlantic. The *Colombo*, a twin-screw ship of 10,917 tons, had been completed as recently as 1917 and with one exception was appreciably larger than any other ship in the Company's fleet. This exception was the 10,643 ton *Ferdinando Palasciano*, which had been purchased from the Italian Government. She was originally the Norddeutscher Lloyd *König Albert*.

The *Caserta* was transferred to "La Veloce" in 1922 in exchange for the *Europa*. By this time "La Veloce's" fleet had dwindled to three or four ships and it came as no surprise when, on September 21st 1924, the Company was dissolved and the remaining ships were taken over by the N.G.I.

As already mentioned, there had been serious delays owing to the war in the completion of the two 20,000 tonners laid down in 1913-14. The British-built ship, the 21,657 ton *Giulio Cesare*, was launched in 1920 and was completed in the spring of 1922, being at that time by far the largest ship in the Italian mercantile marine. Her quadruple screws were propelled by single reduction geared turbines, which gave her a service speed of about 19 knots. After making two round voyages to South America she was detailed to the Company's New York service. The 24,281 ton *Duilio* was launched at Sestri Ponente in January 1916, and left Genoa on her maiden voyage to New York in October 1923.

The success of these ships and the obsolescence of all but one of the other ships running on either the North or South Atlantic prompted the Company to lay down the 32,583 ton *Roma*. She, too, was propelled by four sets of single reduction geared turbines, and entered the New York service in September 1926. The 32,650 ton *Augustus*, completed rather more than a year later, was similar in size and appearance, but her quadruple screws were propelled by four six-cylinder oil engines. She was the largest motor liner in the



world, and in view of the present trends in ship propulsion it seems doubtful whether she will ever lose this distinction. The *Augustus* made a few voyages to South America before being detailed to the North Atlantic.

The completion of the *Augustus* and *Roma* enabled the *Giulio Cesare* and *Duilio* to be transferred to the South American service. All the earlier units of the Company's fleet except the *Colombo* were sold for scrapping. By 1928 the fleet was reduced to nine ships, which, however, had a total tonnage of no less than 160,902 gross.

The N.G.I. signed a pooling agreement in 1928 with the Lloyd Sabaudo and Cosulich Lines in respect of the two principal North Atlantic ships of each participant—the *Augustus* and *Roma*; the *Conte Grande* and *Conte Biancamano*; and the *Saturnia* and *Vulcania*. It had a validity of three years from July 1st 1928.

The Norddeutscher Lloyd had recently commissioned the 50,000 ton record-breaker *Bremen* for the Bremen-English Channel-New York trade and a sister ship was under construction. The French Line had commissioned the 43,000 ton *Île de France* and was believed to be contemplating a much larger and faster ship. The Cunard and White Star Lines were each running two ships of over 45,000 tons and were known to be considering important additions. The other mammoth ship was the United States Lines *Leviathan*. The policy of the Italian Government at that time was to do everything possible to encourage Italian shipowners to build the largest and best ships operating on their particular routes. It was largely for reasons of international prestige, therefore, that the N.G.I. placed an order on December 2nd 1929 for the 50,000 ton *Rex*, which was to be built at Sestri Ponente and was to have exceptional speed. This move was made possible by the creation in Rome of the "Istituto per il Credito Navale", which lent the N.G.I. a sum of 150 million lire at 6½ per cent interest in return for a mortgage on the *Augustus* and *Roma*. A further 50 million lire was handed over to the Company in the form of a grant and arrangements made for a special subsidy based on the ship's speed.

The total number of passengers travelling between Italian ports and North and South America in 1929 was 222,000, of whom 206,000 patronised Italian ships. It is estimated that the annual capacity of the ten Italian liners then operating on the routes in question was over 270,000, which means that on the average they sailed three-quarters full. Admittedly this is a very rough-and-ready assessment of the requirements of the trade, but it does at least suggest that the building of the new ship was likely to result largely in diverting traffic from the other Italian ships.

Not to be outdone, the Lloyd Sabaudo decided almost at once to lay down a ship only slightly smaller than the *Rex*. It was evident that neither company could expect to operate their ship on a profitable basis if they were to compete against each other, and on the expiration of the pooling agreement signed in 1928 the N.G.I.

persuaded the Italian Government to agree to the amalgamation of the N.G.I. with the Lloyd Sabaudo, and for the Cosulich Line to be included in the same financial group. The fusion was announced by the Italian Ministry of Communications on November 11th 1931 and became effective on January 2nd 1932 by the formation of "ITALIA"—Flotte Riunite Cosulich-Lloyd Sabaudo-N.G.I. The activities of the new company and of the liners *Rex* and *Conte di Savoia*, both of which were commissioned in the autumn of 1932, are described in a separate chapter.

1. (1882) *Vincenzo Florio*  
2,840. 352 × 38. S-1-3. I-S-C2-12 (Stephen). (I-20; II-24; III). Launched 1880 (27/5). Built 1880 for Florio Line (*q.v.*). 1894 (or earlier) transferred to S. American service; made occasional New York voyages until about 1906. 1910 became *Vincenzo Florio* (Soc. Nazionale di Servizi Marittimi). 1921-22 no trace.
2. (1882) *Washington*  
2,833. Ditto. (I-20; II-24; III). Launched 1880 (10/6). Built 1880 for Florio (*q.v.*). 1888 transferred to S. American service, but occasional New York sailings until 1906-07. 1896 triple exp. engines. 1910 became *Washington* (Soc. Nazionale di Servizi Marittimi), 1915 (3/5) sunk off Piombino.
3. 1882 *Archimede*  
2,839. 350 × 40. S-1-3. I-S-C2-12 (Stephen). (I-20; II-56; III). Laid down for Florio (*q.v.*). Launched 1881 (23/11). 1888 transferred to S. American service. 1899 returned to New York service. 1901 (March) L/V Genoa-Naples-New York. 1903 renamed *Cairo* (Alexandria service). 1905 (5/3) sunk off Alexandria.
4. 1883 *Indipendente*  
2,837. Ditto. Launched 1883 (20/6). 1883-85 (or later) Genoa-Naples-New York. 1888 transferred to S. American service. 1903 renamed *Tebe* (Alexandria service). 1910 became ditto (Soc. Nazionale di Servizi Marittimi).
5. 1883 *Gottardo*  
2,837. Ditto. Launched 1883 (18/9). 1883-85 (or later) Genoa-Naples-New York. 1888 transferred to S. American service. 1903 renamed *Memfi* (Alexandria service). 1910 became ditto (Soc. Nazionale di Servizi Marittimi).
6. (1888) *Entella*  
2,258. 299 × 37. S-1-2. I-S-C2-12 (Blackwood & Gordon (Port Glasgow) ). Built 1883 for Raggio & Co. 1885 acquired by N.G.I. 1888 F/V Genoa-Naples-New York. (Further New York sailings until 1894 or later.) 1910 became *Entella* (Soc. Nazionale di Servizi Marittimi).
7. (1889) *Plata*  
1,861. 300 × 34. S-1-3. I-S-C2-11 (Barrow S.B. Co. (Barrow) ). Built 1878 as *Lascelles*. 1883 became *Amedeo* (Raggio & Co.) 1885 acquired by N.G.I. and renamed. 1889 (or earlier) F/V Genoa-Naples-New York. (Further New York sailings until 1894 or later.) 1910 became *Plata* (Soc. Nazionale di Servizi Marittimi). 1916 (3/12) sunk off Alexandria.
8. (1894) *Letimbro*  
2,172—details as (6). Built 1883 for Raggio & Co. 1885 acquired by N.G.I. 1894 (or earlier) F/V Genoa-Naples-New York. 1910 became *Letimbro* (Soc. Nazionale di Servizi Marittimi). 1915 (28/7) sunk off Benghazi.



9. (1896) *Sempione*  
3,149. 351 × 39. S-1-2. I-S-C2-12 (Denny). Built 1877 as *German* (Union Line). 1896 (approx.) F/V Genoa-Naples-New York. 1901 (Apr.) L/V ditto. 1902 sold to foreign owners.
10. (1899) *Manilla*  
3,910. 399 × 42. S-1-?. I-S-C2-12 (Palmer). Built 1873 as *Whampoa*. 1899 (18/4) F/V Genoa-Naples-New York. 1903 (July) L/V ditto. 1905 sold to Odero (Italian).
11. (1900) *Marco Minghetti*  
2,489. 351 × 37. S-1-3. I-S-T3-13 (Thomson). Built 1876 as *Loudoun Castle* (British). 1888 (approx.) purchased by N.G.I.; renamed and ran to S. America. 1900-01 Genoa-Naples-New York.
12. 1901 *Lombardia*  
5,200. 401 × 47. S-1-2. S-T3-14 (Ansaldo (Sestri Ponente)). 1901 (June) M/V Genoa-Naples-New York. 1906 L/V ditto. 1911 became *Jerusalem* (Russian).
13. 1901 *Liguria*  
5,127. 403 × 47. S-1-2. S-T3-14 (Ansaldo (Sestri Ponente)). 1901 (June) M/V Genoa-Naples-New York. 1911 sold to Russian S.N. Co. 1928 scrapped.
14. 1902 *Sicilia*  
5,229. 418 × 47. S-1-2. S-T3-14 (Esercizio Bacini (Riva Trigoso)). Built 1900. 1902 F/V Genoa-Naples-New York. 1912 sold to Sitmar Line.
15. 1902 *Sardegna*  
5,255. Ditto. 1902 F/V Genoa-Naples-New York. 1912 became *Sardegna* (Soc. Italiana di Servizi Marittimi).
16. 1902 *Umbria*  
5,020. 401 × 47. S-1-2. S-Q4-14 (Orlando (Leghorn)). Built for S. American service. 1902-03 F/V Genoa-Naples-New York. 1913 became *Umbria* (La Veloce). 1913 *San Paulo* (Italia). 1914 *Umbria* (Sitmar).
17. (1906) *Lazio*  
(1913) *Palermo*  
9,203. 470 × 57. 1-4. 2S-T6-13 (Palmer). Built 1899 as *British Princess* (British Shipowners). 1906 F/V Genoa-Naples-New York. 1913 (8/7) F/V as *Palermo*, Naples-Genoa-Halifax-Boston. 1916 (2/12) torpedoed near San Sabastian.
18. (1906) *Sannio*  
9,210. Ditto. Built 1899 as *British Prince* (British Shipowners). 1906 F/V Genoa-Naples-New York. 1913 became *Napoli* (Italia) (*q.v.*). 1917 *Napoli* (Transoceanica). 1918 (Nov.) sunk in collision in North Atlantic.
19. (1906) *Campania*  
9,001. Ditto. Built 1902 as *British Empire* (British Shipowners). 1906 F/V Genoa-Naples-New York. 1910 became *Campania* (Uranium) (*q.v.*). 1911 *Campanello* (ditto). 1916 *Flavia* (Cunard) (*q.v.*). 1918 (24/8) torpedoed off Tory Island.
20. 1908 *Duca degli Abruzzi*  
7,811. 476 × 53. 2-2. 2S-Q8-16 (Cantieri Nav. Riuniti (Spezia)). Launched 1907 (5/5). 1908 (3/2) M/V Genoa-Naples-New York. 1922 transferred to S. American service. 1929 scrapped.

21. 1908 *Duca di Genova*  
7,811. Ditto. Launched 1907 (8/9). 1908 (7/10) M/V Genoa-Naples-New York. 1913 became *Duca di Genova* (La Veloce). 1918 (6/2) sunk near Cape Canet.
22. 1909 *Duca d'Aosta*  
7,804. Ditto. (Cantieri Nav. Siciliani (Palermo) ). Launched 1908 (29/9). 1909 (9/11) M/V Genoa-Naples-New York. 1921-22 transferred to S. American service. 1929 (Feb.) scrapped.
23. (1912) *America*  
8,996. 506 × 56. 2-2. 2S-T6-16 (Cantieri Nav. Riuniti (Muggiano) ). Built 1908 for La Veloce (*q.v.*). 1912 F/V Genoa-Naples-New York. 1928 scrapped.
24. (1933) *Verona*  
8,886. 482 × 58. 1-2. 2S-T6-16 (Workman Clark (Belfast) ). Built 1908 for Italia (*q.v.*). 1913 F/V Genoa-Naples-New York. 1918 (11/5) sunk near Punta Pellaro.
25. (1919) *Taormina*  
8,921. Ditto. (D. & W. Henderson). Built 1908 for Italia (*q.v.*). 1912 transferred to Lloyd Italiano. 1919 F/V Genoa-Naples-New York. 1929 scrapped in Italy.
26. (1919) *Caserta*  
6,847. 420 × 52. 1-2. 2S-T6-14 (Armstrong Whitworth (Newcastle) ). Built 1904 as *Mendoza* (Lloyd Italiano) (*q.v.*). 1914 became *Caserta* (ditto). 1921 (March) F/V Genoa-Naples-New York. 1923 became *Venezuela* (La Veloce). 1928 scrapped.
27. (1920) *Ferdinando Palasciano*  
10,643. 499 × 60. 2-2. 2S-Q8-15 (Vulkan (Stettin) ). Built 1899 as *König Albert* (N.D.L.) (*q.v.*). 1920 (May) F/V Genoa-Naples-New York. 1926 scrapped.
28. (1921) *Europa*  
7,870. 455 × 53. 2-2. 2S-T6-15 (Cantieri Nav. Siciliani (Palermo) ). Built 1907 for La Veloce (*q.v.*). 1921 F/V Genoa-Naples-New York. 1928 scrapped.
29. (1921) *Palermo* (II)  
5,967. 430 × 53. 2-2. 2S-T6-14 (Laing (Sunderland) ). Built 1907 as *San Giovanni* (Sicula Americana) (*q.v.*). 1917 became ditto (Transoceanica) (*q.v.*). 1921 F/V Genoa-Naples-New York. 1928 scrapped.
30. (1921) *Napoli*  
5,970. 406 × 52. 2-2. 2S-T6-14 (Laing (Sunderland) ). Built 1907 as *San Giorgio* (Sicula Americana) (*q.v.*). 1917 became ditto (Transoceanica) (*q.v.*). 1921 F/V Genoa-Naples-New York. 1926 scrapped.
31. (1921) *Colombo*  
10,917. 518 × 64. 2-2. 2S-Q8-16 (Palmers). Built 1917 as *San Gennaro* (Transoceanica) (*q.v.*). 1921 (Nov.) F/V Genoa-Naples-New York. 1925 (or earlier) tonnage increased to 12,087. 1934 became *Colombo* (Lloyd Triestino). 1941 (4/4) scuttled.
32. 1922 *Giulio Cesare*  
21,657. 602 × 76. 2-2-C. 4S-ST(SR)-19 (Swan Hunter). (I-256; II-306; III-1,800). Laid down 1913 (13/12). Launched 1920 (7/2). 1922 (4/5) M/V Genoa-Naples-Buenos Aires. 1922 (Aug.) F/V Genoa-Naples-New York. 1928 transferred to S. American service. 1933 transferred to S. Africa service. 1935 transferred to Lloyd Triestino. 1945 (May) sunk at Trieste.



33. 1923 *Duilio*  
24,281. Ditto. (Ansaldo (Sestri Ponente) ). (I-280; II-670; III-600). Laid down 1914 (30/5). Launched 1916 (9/1). 1923 (30/10) M/V Genoa-Naples-New York. 1928 transferred to S. American service. 1933 transferred to S. Africa service. 1935 transferred to Lloyd Triestino. 1945 (May) sunk at Trieste.
34. 1926 *Roma*  
32,583. 666×83. 2-2. 4S-ST(SR)-20 (ditto). (I-375; II-300; II Intermediate 300; III-700). Launched 1926 (26/2). 1926 (21/9) M/V Genoa-Naples-New York. 1932 transferred to "Italia". 1943 became *Aquila* (Italian Navy); converted to aircraft carrier; subsequently damaged by bombing. 1950-51 scrapped at Spezia.
35. 1927 *Augustus* (M/S).  
32,650. 666×83. 2-2. 4S-2SC.DA-19 (Ansaldo (Sestri Ponente) ). Largest motor ship in the world. Launched 1926 (13/12). 1927 (12/11) M/V Genoa-Naples-Buenos Aires. 1928 (28/8) F/V Genoa-Naples-New York. 1932 transferred to "Italia". 1943 became *Sparviero* (Italian Navy); converted to aircraft carrier. 1944 (Sept.) scuttled by Germans at Genoa. 1946 refloated; sold. 1951 scrapped.
- *Rex*  
51,062. (Laid down by N.G.I. but commissioned by "Italia" (q.v.).)

FUNNEL: Black; broad white band.

FLAG: Red and white quarters; a golden lion in upper white; a red cross in lower white.

## Chapter 106

1881

### FABRE LINE

1881. Compagnie Française de Navigation à Vapeur  
Cyprien Fabre et Cie  
1933. Compagnie Générale de Navigation à Vapeur  
1941. Compagnie de Navigation Cyprien Fabre  
(FRENCH)

CYPRIEN Fabre et Cie of Marseilles purchased their first steamship, the 1,400 ton *Coomassie*, from Dixon of Middlesbrough in 1874. By 1879 she had been renamed *Patria* and other steamers, including the 1,700 ton cargo steamer *Provincia*, the 1,200 ton *Lutetia* and *Gallia* and the 850 ton *Massilia*, acquired. A weekly service was maintained from Sete and Marseilles to Oran, Alicante and Valencia. There were also sailings on a variety of other routes within the Mediterranean, and in March 1879 the *Patria* made an experimental voyage from Marseilles to Liverpool. Similarly, the *Provincia* proceeded to Antwerp and back in June 1879.<sup>1</sup>

(1) *Le Sémaphore de Marseille* (various dates in 1879).

It was decided to despatch the *Provincia* from Marseilles to New York in December 1879 and she eventually sailed on the 26th of the month.<sup>1</sup> The experiment was apparently a failure as at the conclusion of the voyage she was sold to the C.G.T. (French Line), for whom she left Marseilles in March 1880 on their newly-founded service to Panama. There were no further North Atlantic sailings by the Fabre Line for over a year.

On March 31st 1881 Cyprien Fabre founded the COMPAGNIE FRANÇAISE DE NAVIGATION À VAPEUR CYPRIEN FABRE ET COMPAGNIE with a capital of 15 million francs. His contribution consisted of the steamers *Gallia*, *Lutetia*, *Patria* and *Syria*. Four other steamers were purchased, including the 2,500 ton *Scotia*, which was newly-built at Leith.

No trace has been found of any advertised Marseilles–New York sailings during 1881, but it has been stated on good authority that, in fact, there were three experimental ones, which may have been undertaken by the *Scotia*. At any rate she made three round voyages between these ports in 1882, when she was joined by two sister ships, the *Britannia* and *Alesia*.

It is interesting to note that, after being in operation for rather more than two years, the C.G.T. Marseilles–Panama service was withdrawn during the summer of 1881. A few weeks previously this company started a Marseilles–New York service, which in turn was withdrawn in the autumn of 1882. During 1882, therefore, both the Fabre Line and the C.G.T. were running to New York, and the withdrawal of the latter service was greatly to the advantage of the former.

The 2,800 ton *Burgundia* was commissioned in 1883, when the Fabre Line arranged 13 sailings on the New York route, 24 first class and 4,569 steerage passengers being carried on the westbound voyages. The *Scotia* had inaugurated a service from Marseilles to Montevideo, Buenos Aires and Rosario in December 1882, and this remained in operation until 1905. Other steamers employed during the early months of its existence were the *Patria* and *Diolibah*.

The *Neustria* was added to the North Atlantic service in 1884 and was similar to the *Britannia*, *Alesia* and *Burgundia* except that she was built in France and not Britain.

Improved trading conditions in 1886 enabled the Company to increase their New York sailings from 15 to 20. This necessitated the transfer of the *Scotia* from the South American service. She went ashore on Long Island in March 1887, was refloated a month later, taken to New York and sold.

The 3,000 ton steel *Massilia* was commissioned in 1891, when there were 26 sailings to New York. The satisfactory total of 49 first class and 14,134 steerage passengers was landed there. No further new tonnage was commissioned until 1902, although the 4,000 ton *Rugia* was purchased from the Hamburg American Line in 1895

(1) *Le Sémaphore de Marseille*, 27/12/79.



and the *Château Yquem* from the Compagnie Bordelaise in 1897. The former was renamed *Patria*, but the latter retained her original name until 1901, when she became the *Gallia*. A year later the *Britannia* was renamed *America*.

In 1887 the Company inaugurated a service between Marseilles and New Orleans. This was discontinued in 1903—two years before the withdrawal of the South American service already mentioned.

The opening years of the present century were responsible for greatly improved tonnage being placed in service by the principal British, German and Italian lines running between the Mediterranean and New York. Not to be outdone, the Fabre Line commissioned the 5,700 ton *Roma* in 1902, the 4,900 ton *Germania* in 1903, the 5,500 ton *Madonna* in 1905 and the 6,700 ton *Venezia* in 1907, the last two being twin-screw ships. All four had accommodation for more than 50 first class passengers, besides several hundred steerage. Several of the older ships were sold, and the *Neustria* disappeared without trace in 1908.

The 9,350 ton *Sant' Anna* was added in 1911, a sister ship, the *Canada*, in 1912 and the 11,900 ton three-funnelled *Patria* (II) in 1914. The slightly larger *Providence* was launched in August 1914, but owing to the outbreak of World War I remained in an unfinished state until 1920.

The *Sant' Anna* was torpedoed and sunk in 1918 and was the only major loss suffered by the Company during the war, but the *Venezia* was destroyed by fire in the North Atlantic after the Armistice while under charter to the C.G.T.

The *Patria*, *Canada*, *Madonna* and *Roma* took charge of the post-war New York service until the summer of 1920, when at last the *Providence* joined the fleet, which was further augmented before the end of the year by the 6,100 ton *Asia* and *Braga*, two former Austrian ships. To cater for the changed conditions, the itineraries of some of the ships were extended to include calls at Piraeus and Istanbul and, from 1924, at Beirut, Jaffa and Alexandria.

The 8,600 ton *Sinaia* was delivered in 1924 by British builders to replace the *Madonna*, which was scrapped. Two years later the *Braga* was wrecked. The *Sinaia*, *Asia* and *Roma* carried cabin and tourist passengers; the *Providence*, *Patria* and *Canada* first, second and third class. At a later date there were, however, changes in order to bring the Company in line with current North Atlantic practice.

The world depression during the early 1930's had a serious effect on the Company's activities. In 1932, therefore, the *Patria* and *Providence* were chartered to the Messageries Maritimes, who purchased them outright in 1940, and in 1933 the *Alesia* was sold. This 9,750 ton steamer had been acquired from the Canadian Pacific in 1928.

The COMPAGNIE GÉNÉRALE DE NAVIGATION À VAPEUR was formed in 1933 with a capital of 15 million francs and absorbed the Compagnie Cyprien Fabre. One result of this move was the purchase of

the 9,500 ton *Insulinde* from the Rotterdam Lloyd. She was renamed *Banfora* and detailed to run between Marseilles and the west coast of Africa in a joint service with the Fraissinet Line.

On February 1st 1941 the name of the Company was changed to COMPAGNIE DE NAVIGATION CYPRIEN FABRE, the name by which it is known to-day.

The *Sinaia* was scuttled by the Germans at Marseilles in August 1944 and although since raised has been scrapped. The *Canada* and *Banfora* both survived the war. The latter was detailed to the joint service with the Fraissinet Line to West Africa, and at the time of writing is still so employed. Owing to changed conditions there was no apparent justification for employing the *Canada* on the North Atlantic. She therefore joined the *Banfora*, but was withdrawn in 1952 and has since been scrapped.

Since the war the Company's North Atlantic activities have been confined to sailings by cargo steamers carrying a few passengers. At the present time three distinct services are being run—to New York, to the Mexican Gulf and to the Great Lakes via the St. Lawrence River.

1. 1882 *Scotia*  
2,492. 328×40. S-1-3. I-S-C2-11 (Morton). 1881-82 M/V Marseilles-New York. 1882 (Dec.) F/V Marseilles-S. America; later returned to N. Atlantic. 1887 (24/3) stranded on Long Island; salvaged, sold, repaired and became *Mars* (U.S.). 1889 (July) wrecked.
2. 1882 *Alesia* (I)  
2,790. Ditto. (Royden). 1882 (14/10) M/V Marseilles-Bone-Malaga-New York. 1900-01 no trace.
3. 1882 *Britannia* (I)  
(1902) *America*  
2,456. 328×40. S-1-2. I-S-C2-11 (ditto). 1882 (30/8) M/V Marseilles-Bone-Malaga-New York. 1909 (Apr.) sold; scrapped at Leghorn.
4. 1883 *Burgundia*  
2,817. Ditto. 1883 (12/2) M/V Marseilles-New York. 1905 (Dec.) sold; scrapped at Marseilles.
5. 1884 *Neustria*  
2,926. Ditto. (Claparède (Rouen)). Launched 1883 (19/8). 1884 (20/9) M/V Marseilles-New York. 1908 L/V New York-Marseilles; disappeared at sea.
6. 1891 *Massilia*  
2,965. 340×41. S-1-2. S-S-T3-11 (Gourlay). Launched 1891 (10/1). 1891 M/V Marseilles-New York. 1911 sold; scrapped in Italy.
7. (1895) *Patria* (I)  
4,053. 358×43. S-1-3. I-S-C2-11 (Vulkan (Stettin)). Built 1882 as *Rugia* ("Hapag") (q.v.). 1895 (25/11) F/V Marseilles-New York. 1902-03 sold. 1905 (Dec.) scrapped in Italy.
8. (1897) *Château Yquem*  
(1901) *Gallia*  
4,035. 386×41. S-1-3. I-S-C2-13 (De la Gironde (Bordeaux)). Built 1883 for Cie Bordelaise (q.v.). 1910 (Dec.) sold; scrapped in Italy.



9. 1902 *Roma*  
5,665. 411 × 46. 2-2. S-T3-14 (Méditerranée (La Seyne)). (I-54; III-1,310).  
Launched 1901 (14/8). 1928 (Dec.) sold; scrapped at La Seyne.
  10. 1903 *Germania*  
(1914) *Britannia* (II)  
4,898. 408 × 46. 2-2. S-T3-15 (de Provence (Port de Bouc)). Launched 1902  
(2/8). 1927 (Oct.) sold; scrapped at La Seyne.
  11. 1905 *Madonna*  
5,537. 430 × 48. 2-2. 2S-T6-15 (Swan, Hunter & Wigham Richardson).  
(I-54; III-1,310). Launched 1905 (23/1). 1934 (May) sold; scrapped.
  12. 1907 *Venezia*  
6,707. 457 × 51. 1-2. 2S-T6-15 (ditto). (I-80; III-1,800). Launched 1907  
(30/4). 1907 (Sept.) M/V Marseilles-Naples-New York. 1919 (19/10) burnt in  
N. Atlantic when under charter to C.G.T.
  13. 1911 *Sant' Anna*  
9,350. 470 × 56. 2-2. 2S-T6-16 (Méditerranée (La Seyne)). (I-70; II-150;  
III-1,750). Launched 1910 (7/2). 1910 (26/7) M/V Marseilles-New York.  
1918 (10/5) torpedoed in Mediterranean.
  14. 1912 *Canada*  
9,684. 476 × 56. 2-2. 2S-T6-16 (ditto). (I-120; II-196; III). Launched 1911  
(12/8). 1946-52 west coast of Africa service. 1952 (Aug.) sold; scrapped in  
U.K.
  15. 1914 *Patria* (II)  
11,885. 487 × 59. 3-2. 2S-T6-16 (ditto). Launched 1913 (11/11). 1932  
(Jan.) chartered to Messageries Maritimes. 1940 (1/1) sold to ditto. 1940  
(26/11) sunk by explosion in Haifa Harbour.
  16. 1920 *Providence*  
11,996. 512 × 60. 3-2. 2S-T6-16 (ditto). Launched 1914 (4/8). 1920 (1/6)  
M/V Marseilles-New York. 1932 (Jan.) chartered to Messageries Maritimes.  
1940 (7/1) sold to ditto. 1951 (Oct.) scrapped at Spezia.
  17. (1920) *Asia*  
6,122. 415 × 50. 1-2. 2S-T6-16 (Russell). Built 1907 as *Alice* (Unione Aus-  
triaca) (*q.v.*). 1917 became *Asia* (Brazilian). (I-115; III). 1930 (21/5) destroyed  
by fire in Red Sea while carrying pilgrims to Mecca.
  18. (1920) *Braga*  
6,122. Ditto. Built 1907 as *Laura* (Unione Austriaca) (*q.v.*). 1917 became  
*Europa* (Brazilian). 1926 (16/11) wrecked in eastern Mediterranean.
  19. 1924 *Sinaia*  
8,567. 440 × 56. 2-2-C. 2S-T6-14 (Barclay Curle). Launched 1922 (19/8).  
Sister ship of *De la Salle* (C.G.T.) (*q.v.*). 1924 (25/9) M/V Marseilles-New  
York. 1944 (Aug.) scuttled by Germans at Marseilles. 1946 (9/12) raised;  
scrapped.
  20. (1928) *Alesia* (II)  
9,749. 476 × 55. 1-2. 2S-Q8-15 (Blohm & Voss). (I-229; III-240). Built 1906  
as *König Friedrich August* ("Hapag"). 1921 became *Montreal* (Can. Pac.)  
(*q.v.*). 1928 (6/7) F/V Marseilles-New York. 1933 (Oct.) sold; scrapped in  
Italy.
- FUNNEL: (a) 1881. Black.  
(b) 1902. Red; white band below black top.  
(c) 1915. Red; white band below blue top.
- FLAG: White; blue cross.

## Chapter 107

1882-1934

## ATLANTIC TRANSPORT LINE

Atlantic Transport Company Limited  
(BRITISH)Atlantic Transport Company (of West Virginia)  
(UNITED STATES)

THE ATLANTIC TRANSPORT LINE started operations in 1882. It owed its origin to Mr. B. N. Baker of the Baltimore Storage & Lighterage Company, who saw good prospects for a new steamship service between Baltimore and London. He managed to gain the interest of the Pennsylvania Railroad, which, in 1873, had played a prominent part in establishing the American Line in the Philadelphia-Liverpool trade with four American-flag steamers. When an expansion of business made it necessary to procure additional tonnage the American Line found, however, that the most economical method was to charter British ships. Profiting by this experience the Atlantic Transport Line placed its ships under the British flag from the outset, the managing agents in London being Hooper, Murrell & Williams.

The first unit of the Company's fleet was the 2,900 ton iron screw cargo steamer *Surrey*, which had been laid down for other owners and had made one or two voyages under charter to the Royal Netherlands Steamship Company between Amsterdam and New York. The *Sussex* and *Suffolk* followed in 1883. Both had short lives, the *Sussex* being wrecked on the Scilly Isles in December 1885 and the *Suffolk* near the Lizard about nine months later. Soon after the second disaster the *Surrey* was re-named *Michigan*, and was the first of a long series of ships bearing names starting with the letter "M".

The gaps in the fleet were made good in 1886-87 by the 2,800 ton *Maryland*, *Montana* and *Maine* and the 3,100 ton *Minnesota*, of which the first three were built by Gray of West Hartlepool and the fourth by Harland & Wolff of Belfast, all being of steel construction. A change took place at this time in the management of the Company, the firm of Hooper, Murrell & Williams giving way to Williams, Torrey & Field, which was founded by the junior partner of the earlier firm, Mr. A. S. Williams.

The *Michigan* (ex-*Surrey*) was sold in 1888. A year later the 2,800 ton *Missouri* was placed in commission, followed in 1890 by the 3,100 ton *Michigan* (II) and *Mississippi*. The Company now had a fleet of seven ships, and was able to start a supplementary service between London and Philadelphia. Reference to the Elder Dempster chapter will show that the 3,200 ton *Memphis* was completed for that



Company in 1890, and that she was chartered to the A.T.L.—hence the decision to allot a name blending with the A.T.L. system of nomenclature.

The *Missouri* made one of the most gallant sea rescues of all time during her second voyage in April 1889. She fell in with the Danish steamer *Danmark*, whose propeller shaft had broken about 800 miles from the coast of Newfoundland, and proceeded to take her in tow. By the following morning the *Danmark* was in a sinking condition. Hurried steps were taken to transfer her passengers and crew, numbering altogether about 800, to the A.T.L. ship, which had very limited passenger accommodation and only a small stock of provisions. By jettisoning part of her cargo, however, everyone was taken on board, and some days later the *Missouri* put in safely at the Azores.

Undeterred by the failure of several earlier aspirants, the A.T.L. decided to enter the London-New York trade. They accordingly placed orders with Harland & Wolff for the 5,700 ton twin-screw *Manitoba* and *Massachusetts*, which were commissioned in 1892. Advertisements in July of that year stated that they were fitted with electric light throughout. No mention was made of passengers, but the fact that the ships carried a doctor and stewardess implies that passengers were carried from the outset.<sup>1</sup> At any rate, it is quite clear that about 80 first class passengers were carried from an early stage of their careers.

Other steamers taking part in the London-New York service at this time were the *Mississippi*, already mentioned, and the 5,700 ton twin-screw *Mohawk*, which was a sister ship of the *Manitoba* and *Massachusetts* but owned by Elder Dempster's, who chartered her to the A.T.L. A similar Elder Dempster ship, the *Mobile*, entered the service upon completion in January 1893. It seems reasonably certain that neither she nor the *Mohawk* carried passengers at this stage, but that accommodation similar to that of the *Manitoba* and *Massachusetts* was added before long. Other participants in the New York service in January 1893 were the chartered cargo steamers *Montezuma* and *Mariposa*,<sup>2</sup> both of which had been re-named before being chartered to the A.T.L. Fuller details will be found in the Elder Dempster chapter.

At the beginning of 1893 the London-Baltimore cargo service was being undertaken by the *Merrimac*, *Mexico*, *Maryland*, *Montana*, *Memnon*, *Michigan* and *Minnesota*,<sup>2</sup> and the London-Philadelphia service by the *Maine*, *Maryland*, *Montana*, *Missouri*, *Memphis*, *Merrimac* and *Mexico*,<sup>2</sup> the duplication of some of the names being due to the fact that in a number of cases a combined London-Philadelphia-Baltimore service was in operation. The chartering of the Elder Dempster *Memphis* has already been mentioned. The *Merrimac*, *Mexico* and *Memnon* were also chartered from Elder Dempster or

(1) *New York Herald*, many dates July-Sept. 1892.

(2) *Liverpool Journal of Commerce*, many dates January-March 1893.

an associated company, but in their cases the charter was of short duration. By the spring or early summer of 1893 the *Mexico* and *Memnon* were engaged in a new Elder Dempster service to Quebec and Montreal.

The Elder Dempster *Mohawk* and *Mobile* were purchased by the A.T.L. in October 1896. A few months later the 5,857 ton *Persia* was purchased from the Hamburg American Line and placed in service as the *Minnewaska*. She was, in effect, a Harland & Wolff-built sister ship of the other two, but when running for the German company had carried steerage as well as first-class passengers. Thus, by 1897 the A.T.L. London–New York passenger service consisted of five twin-screw sister ships—the *Manitoba*, *Massachusetts*, *Mohawk*, *Mobile* and *Minnewaska*.

The A.T.L. purchased the fleet and goodwill of the National Line in 1896. This old-established concern was in very low water and its fleet was reduced to two ships, both of which were engaged in the cargo and cattle trade between London and New York. The A.T.L. *Michigan* (II) and *Mississippi* were transferred to the National Line to act as consorts.

The outbreak of the Spanish-American War in 1898 found the United States dangerously short of transports. Amongst the ships purchased by the American Government were the five A.T.L. passenger ships. In addition, the A.T.L. made a free loan of the *Missouri* for use as a hospital ship. She was re-named *Maine*.

There was very little interruption to the A.T.L. London–New York passenger service as it was announced in July 1898 that the Company had purchased the Wilson's & Furness-Leyland *Alexandra*, *Victoria*, *Winifreda*, *Boadicea* and *Cleopatra*, each of about 7,000 tons and having accommodation for about 120 first-class passengers, together with that Company's rights to the London–New York trade. The ships were re-named *Menominee*, *Manitou*, *Mesaba*, *Marquette* and *Mohegan* respectively.

From the first the *Mohegan* was an unfortunate ship. She left London on July 22nd, 1898 on her maiden voyage to New York still under her original name, *Cleopatra*. Owing to trouble with leaking boilers the voyage took 12 days instead of the scheduled 10, but worse was to follow as the homeward voyage lasted no less than 21 days.<sup>1</sup> The ship then underwent a thorough overhaul and did not sail again until October 13th, when as the *Mohegan*, she left London with 53 passengers and a crew of 97, but only to go ashore a day later on the *Manacles* (Cornwall). She became a total loss and the death roll reached the high total of 106. Two or three ships were chartered for short periods to take her place. In due course the Company acquired the 4,200 ton White Star *Belgic*, which was re-named *Mohawk* (II). After only one voyage in the New York service she was taken up as a transport to South Africa and did not re-enter the North Atlantic trade. She was scrapped in 1903.

(1) *The Times*, 11/11/98.



Another 1898 development destined to have an important bearing on the future of the Company was the formation of the ATLANTIC TRANSPORT COMPANY OF WEST VIRGINIA to take over the assets of the Atlantic Transport Company Ltd., which thus became a purely American concern although its ships continued to fly the Red Ensign. Four years later, in 1902, the International Navigation Company, the owners of the American and Red Star Lines, changed their name to International Mercantile Marine Company and bought up several well-known North Atlantic lines, one of which was the Atlantic Transport. There was no major change of policy so far as the latter was concerned, but two A.T.L. ships, built or building, were transferred to other members of the group.

One of the first results of the formation of the new A.T.L. holding company in 1898 was the placing of orders for the 13,400 ton twin-screw *Minneapolis* and *Minnehaha*, which were delivered by Harland & Wolff in 1900. They had accommodation for 250 first class passengers. The *Minnetonka* followed in 1902 and a fourth ship, the *Minnewaska* (II), should have joined her but, instead, was taken over by the allied White Star Line.

Another addition to the A.T.L. fleet in 1900 was the 9,500 ton twin-screw cargo steamer *Michigan* (III), which, however, was transferred to the Dominion Line in 1903. The *Maine* was fitted out at the Company's expense as a hospital ship during the Boer War. At the conclusion of hostilities she was purchased by the British Admiralty.

The 7,900 ton twin-screw *Maine* (II), *Missouri* (II), *Massachusetts* (II) and *Mississippi* (II) joined the A.T.L. fleet in 1903. They were built in American yards and were the first of the Company's ships to be placed under the American flag—a decision that was influenced far more by the formation of the Atlantic Transport Company of West Virginia in 1898 than of the International Mercantile Marine Company in 1902. Three of these ships remained in the fleet only until 1906 and the fourth until 1911.

It was the Company's intention to substitute two exactly similar American-built ships for the *Minnewaska*, which, as already mentioned, had been taken over by the White Star Line. These ships were, in fact, laid down as the *Minnekahda* and *Minnelora*, but owing to a change of policy became instead the Pacific Mail Steamship Company's *Manchuria* and *Mongolia*. It was not until 1909 that a fourth "Minne" ship joined the *Minneapolis*, *Minnehaha* and *Minnetonka*. She was named *Minnewaska*. Her dimensions were similar to those of the earlier trio, but her gross tonnage was considerably higher, namely 14,300. Prior to her appearance the *Mesaba* usually acted as a consort to the three existing "Minnes".

Two of the four steamers still remaining to the National Line, the *America* and *Europe*, had been transferred to the A.T.L. fleet in 1907. They were re-named *Memphis* and *Mobile* (II), but the former was scrapped within a year and the latter sold in 1911.

In April 1910, only a few months after the *Minnewaska* was placed in commission, the *Minnehaha* stranded on the Scilly Isles. It seemed probable at one time that she would become a total loss, but she was eventually refloated and put back in service after undergoing heavy repairs. During her absence the *Mesaba* again filled the breach.

The opportunity was taken in 1912-13 to dispose of two of the oldest units of the fleet—the *Maryland* (built 1886) and the *Montana* (1887), both of which were sold to Italy. In their places the Company purchased a 3,600 ton cargo steamer which was re-named *Maine* (III), and Harland & Wolff of Govan supplied the 4,700 ton cargo ships *Maryland* (II), *Missouri* (III) and *Mississippi* (III). The first two were single-screw steamers propelled by quadruple-expansion engines, but the *Mississippi* was a twin-screw motor ship propelled by Diesel engines constructed by Burmeister & Wain. She was apparently the second motor ship to run on the North Atlantic, the first being the *California* of the Scandinavian American Line.

The National Line's London-New York cargo service was continued by the *Manhattan* and *Michigan* until 1914, when the Company was absorbed into the A.T.L. The two ships ran for their new owners without change of name.

The Company announced in May 1915 that seven of their passenger ships, including three of the "Minnes" had been taken up by the British Government for war service, and that, in consequence, the New York passenger service would be limited to a sailing every five weeks by the *Minnehaha*. Before long, however, the service was augmented by the Pacific Mail Company's *Korea*, *Siberia*, *Manchuria* and *Mongolia*. The two first-named were soon sold to the Toyo Kisen Kaisha; as already mentioned, the two last-named had been laid down for the A.T.L. early in the century.

The former transpacific steamer *Minnesota* of 20,700 tons joined the A.T.L. fleet in 1917, her advent being responsible for the A.T.L. *Minnesota* being re-named *Mahopac*. Another ship that calls for mention is the triple-screw *Minnekahda*, which had been laid down by Harland & Wolff as an enlarged version of the earlier "Minne" ships and was hurriedly completed during the war to conform to the requirements of the British Government. She had a tonnage of 17,200 and was propelled by a combination of triple-expansion engines and low pressure turbine on the well-known Harland & Wolff system.

For its size, the A.T.L. was one of the hardest hit by war losses of all the North Atlantic lines. All four "Minnes" were sunk, as were the passenger ships *Marquette* and *Mesaba*, and the cargo steamer *Maine* (III).

The Company had no immediate intention of resuming passenger sailings after the Armistice as the *Manchuria* and *Mongolia* were placed at the disposal of the American Line, the *Manitou* became the Red Star *Poland*, the *Menominee* was no longer suitable as a passenger



carrier and the *Minnekahda*'s accommodation had not yet been fitted. There were frequent, if not very regular cargo sailings from London to New York, Baltimore and Philadelphia by the surviving A.T.L. ships, namely, the *Manhattan*, *Michigan* (IV), *Maryland* (II), *Missouri* (III), *Mississippi* (III), *Mahopac* and *Mackinaw*. In addition, the *Minnekahda* ran until 1920, and the *Minnesota* (II) and *Menominee* from 1920 onwards.

The first post-war additions to the A.T.L. fleet were the cargo steamers *Mesaba* (II), *Maine* (IV) and the American-flag *Champion* and *Defender*, which were re-named *Montauk* and *Montana* (II). Various cargo steamers of the White Star, Dominion and Leyland Lines, and some belonging to the United States Shipping Board, were employed in the three A.T.L. services as required.

A new passenger steamer, the 21,700 ton *Minnewaska* (IV), was launched by Harland & Wolff in March 1923 and left London for New York direct on September 1st. Her length was similar to that of the earlier "*Minnes*" and it was her vast beam and her extensive passenger accommodation that were responsible for her greatly increased tonnage. Perhaps the most noteworthy feature of the ship was that her cargo-carrying capacity exceeded one million cubic feet, or 25,000 tons measurement. A sister ship, the *Minnetonka*, started her maiden voyage in May 1924. During 1925 both ships made an intermediate call at Cherbourg, but from 1926 onwards a call at Boulogne was substituted.

The *Minnesota* (II), *Mahopac* and *Mackinaw* were scrapped in 1923, the *Manitou* and *Mesaba* (II) disposed of in 1925 and the *Menominee*, *Manhattan* and *Michigan* (IV) in 1926, the three last-named having been laid up for some time previously. One important reason for the disposal of these ships was the tremendous carrying capacity of the new "*Minnes*".

Close on the heels of the *Minnetonka* came the *Minnekahda*, which having undergone an extensive refit, was transferred to the American flag and adapted to carry tourist third cabin (subsequently re-named tourist) and third class passengers only. The tourist fare was £20 single or £38 return, and so popular was this new feature that before long the ship ceased to carry third class and the tourist accommodation was considerably increased.

The 11,700 ton Red Star *Zeeland* was added to the A.T.L. fleet in 1927 as the *Minnesota* (III). She, too, carried tourist passengers only, and until scrapped at the close of the 1929 season shared with the *Minnekahda* the task of providing a fortnightly tourist service between London and New York. The "*Waska*" and "*Tonka*" provided a fortnightly first class service during the alternate weeks.

The world trade depression of the early 1930's made it necessary to withdraw the *Minnekahda* in 1931. The Company's fortunes sank still lower, and in 1932 the *Minnewaska* and *Minnetonka* were also withdrawn, both being transferred to the Red Star Line's Antwerp-Southampton-New York service, in which they carried tourist

instead of first class passengers. Both were scrapped at the end of 1934 after a life of not much more than 10 years.

Although the *Minnewaska* and *Minnetonka* remained the property of the A.T.L. until they were sold for scrapping, their transfer to Antwerp virtually marked the close of the Company's active career. Of their cargo ships, the *Maine* (IV) was sold to Russia in 1932; the *Maryland* (II), *Mississippi* (III) and *Missouri* (III) were scrapped in 1933. The Atlantic Transport Company of West Virginia nominally remained in existence until 1936, when the last ships registered in its name—the *Minnekahda*, *Montana* (II), *Montauk* and *Columbia*—were scrapped. The *Columbia*, formerly the Red Star *Belgenland*, had for reasons of convenience been taken over by them a year or two previously, since when she had flown the American flag but was not employed on the North Atlantic.

1. 1892 *Manitoba*  
5,670. 445×49. 1-4. 2S-T6-13 (Harland & Wolff). (I-80). 1892 M/V London-New York. 1898 became *Logan* (U.S. Govt.) 1923 *Candler* (ditto). 1923 scrapped.
2. 1892 *Massachusetts*  
5,673. Ditto. (I-80). 1892 M/V London-New York. 1898 became *Sheridan* (U.S. Govt.). 1910 wrecked near Barnegat Light.
3. 1892 *Mohawk* (c)  
(1896) *Mohawk*  
5,658. Ditto. (I-80). Built 1892 for Elder Dempster (*q.v.*). 1892 M/V London-New York. 1896 (Oct.) purchased by A.T.L. 1898 became *Grant* (U.S. Govt.). 1904 no further trace.
4. 1893 *Mobile* (c)  
(1896) *Mobile*  
5,780. Ditto. (I-80). Built 1893 for Elder Dempster (*q.v.*). 1893 (20/1) M/V London-New York. 1896 (Oct.) purchased by A.T.L. 1898 became *Sherman* (U.S. Govt.). 1923 became *Calawaii* (7,271 tons) (Los Angeles Steamship Co.). 1933 scrapped in Japan.
5. (1897) *Minnewaska* (I)  
5,857. 445×50. 1-4. 2S-T6-13 (Harland & Wolff). (I-80). Built 1894 as *Persia* ("Hapag") (*q.v.*). 1897 F/V London-New York. 1898 became *Thomas* (U.S. Govt.). 1929 scrapped.
6. (1898) *Boadicea*  
(1898) *Marquette*  
7,057. 486×52. 1-4. S-T3-14 (Stephen). (I-120). Built 1898 for Wilson's & Furness-Leyland (*q.v.*). 1898 (7/7) F/V London-New York (as *Boadicea*); subsequent voyages as *Marquette*. 1901 (31/10) L/V ditto; later ran for Red Star, Antwerp-Philadelphia. 1915 (23/10) torpedoed in Aegean Sea (29).
7. (1898) *Alexandra*  
(1898) *Menominee*  
6,919. 475×52. 1-4. S-T3-14 (Stephen). (I-120). Built 1897 for Wilson's & Furness-Leyland (*q.v.*). 1898 (14/7) F/V London-New York (as *Alexandra*); subsequent voyages as *Menominee*. 1902 (14/6) L/V ditto; later ran for Red Star, Antwerp-Philadelphia. 1920-24 (approx.) London-New York (cargo only). 1926 scrapped in Italy.



8. (1898) *Winifreda*  
(1898) *Mesaba*  
6,833. 482 × 52. 1-4. S-T3-14 (Harland & Wolff). (I-120). Built 1898 for Wilson's & Furness-Leyland (*q.v.*). 1898 (21/7) F/V London-New York (as *Winifreda*); subsequent voyages as *Mesaba*. 1909 replaced by *Minnewaska* (III); subsequently became reserve steamer. 1918 torpedoed in Irish Sea.
9. 1898 *Cleopatra*  
(1898) *Mohegan*  
6,889—details as (8) (Earle's Co. Ltd. (Hull) ). (I-120). Built for Wilson's & Furness-Leyland (*q.v.*). 1898 (31/7) M/V London-New York (as *Cleopatra*). 1898 (13/10) 2nd voyage ditto (as *Mohegan*). 1898 (14/10) wrecked on Manacles (Cornwall) (106).
10. (1898) *Victoria*  
(1898) *Manitou*  
6,849—details as (7) (Furness Withy (West Hartlepool) ). (I-120). Built 1898 for Wilson's & Furness-Leyland (*q.v.*). 1898 (4/9) F/V London-New York (as *Victoria*); subsequent voyages as *Manitou*. 1902 (30/6) L/V ditto; later ran for Red Star, Antwerp-Philadelphia. 1920 became *Poland* (Red Star-chartered). 1925 *Natale*. 1925 scrapped.
11. (1899) *Mohawk* (II)  
4,212. 420 × 42. 1-4. S-C2-14 (Harland & Wolff). Built 1885 as *Belgic* (White Star). 1899 (7/9) F/V London-New York (1 R/V). 1899 (Oct.) became a transport to S. Africa. 1903 scrapped.
12. 1900 *Minneapolis*  
13,401. 601 × 65. 1-4. 2S-Q8-16 (Harland & Wolff). (I-250). 1900 (10/5) M/V London-New York. 1915 became a transport. 1916 (23/3) torpedoed in Mediterranean (12).
13. 1900 *Minnehaha*  
13,403. Ditto (I-250). 1900 (11/8) M/V London-New York. 1910 (18/4) stranded on Scilly Isles; refloated. 1917 (7/9) torpedoed 12 miles from Fastnet (42).
14. 1902 *Minnetonka* (I)  
13,398. Ditto. (I-250). 1902 (12/7) M/V London-New York. 1915 became a transport. 1918 (30/1) torpedoed near Malta (4).
- ——— *Minnewaska* (II)  
13,400. (Never commissioned by A.T.L.; became *Arabic* (White Star) (*q.v.*). )
15. 1903 *Maine* (U.S.)  
7,914. 491 × 58. 1-4. 2S-T6-15 (Maryland Steel Co. (Sparro' Point) ). 1906. became *Maine* (American-Hawaiian S.S. Co.). 1917 *Virginian* (ditto).
16. 1903 *Missouri* (U.S.)  
7,914. Ditto. 1906 became *Missouri* (American-Hawaiian S.S. Co.). 1908 *Missourian* (ditto). 1917 torpedoed.
17. 1903 *Massachusetts* (II) (U.S.).  
7,913. Ditto. (New York S.B. Co. (Camden, N.J.) ). 1911 became *Kansan* (American-Hawaiian S.S. Co.). 1917 torpedoed in Bay of Biscay.

18. 1903 *Mississippi* (U.S.)  
7,913. Ditto. 1906 became *Samland* (Red Star) (*q.v.*). 1911 *Belgic* (White Star). 1913 *Samland* (9,748 tons) (Red Star). 1931 scrapped.
19. 1909 *Minnewaska* (III)  
14,317. 600×65. 1-4. 2S-Q8-16 (Harland & Wolff). (I-340). 1909 M/V London-New York. 1915 became a transport. 1916 (21/11) sunk by floating mine in Suda Bay; beached but never reconditioned.
- 19a. (1915) *Korea* (c) (U.S.)  
11,276. 552×63. 2-2. 2S-Q8-15 (Newport News S.B. Co.). Built 1901 for Pacific Mail S.S. Co. 1915-16 London-New York. 1917 became *Korea Maru* (Toyo Kisen Kaisha).
- 19b. (1915) *Siberia* (c) (U.S.)  
11,284. Ditto. Built 1901 for Pacific Mail S.S. Co. 1915-16 London-New York. 1917 became *Siberia Maru* (Toyo Kisen Kaisha).
20. (1916) *Manchuria* (U.S.)  
13,639. 600×65. 1-4. 2S-Q8-16 (New York S. B. Co. (Camden, N.J.)). Laid down as *Minnekahda* (A.T.L.). Completed 1904 as *Manchuria* (Pacific Mail S.S. Co.). 1916 London-New York. 1919-23 ran for American Line, New York-Hamburg. 1923 ran New York-San Francisco (Panama Pacific Line). 1929 became *President Johnson* (Dollar) 15,543 tons. 1940 *Tagus* (Panamanian). 1947 *Santa Cruz* ("Italia"-chartered). 1952 scrapped at Savona.
21. (1916) *Mongolia* (U.S.)  
13,639. Ditto. Laid down as *Minnelora* (A.T.L.). Completed 1904 as *Mongolia* (Pacific Mail S.S. Co.). 1916 London-New York. 1919-23 ran for American Line, New York-Hamburg. 1923 ran New York-San Francisco (Panama Pacific Line). 1929 became *President Fillmore* (Dollar) 15,575 tons. 1931-40 laid up. 1940 became *Panamanian* (Panamanian).
22. (1916) *Minnesota* (U.S.)  
20,602. 622×73. 1-4. 2S-T6-14 (Eastern S.B. Co. (New London, Conn.)). Built 1904 for Great Northern S.S. Co. 1916 London-New York. 1920 ditto (cargo only). 1923 (Nov.) sold. 1924 scrapped in Germany.
23. (1919) *Minnekahda* (X) (British)  
(1924) *Minnekahda* (U.S.)  
17,221. 620×66. 1-5-C. 3S-T8 & ST-16 (Harland & Wolff). Built 1917. 1919 (18/1) F/V after Armistice, London-New York (cargo only). 1920 (14/8) L/V ditto. 1921 (31/3) F/V New York-Hamburg for American Line (U.S. flag; 3rd class only). 1924-25 F/V New York-London (A.T.L.) (Tourist; III). 1931 L/V ditto. 1936 scrapped at Dalmuir.
24. 1923 *Minnewaska* (IV)  
21,716. 601×80. 1-2-C. 2S-ST(SR)-16 (Harland & Wolff). (I-369). Launched 1923 (22/3). 1923 (1/9) M/V London-New York. 1932 F/V Antwerp-Southampton-New York for Red Star. 1934 (Nov.) scrapped at Port Glasgow.
25. 1924 *Minnetonka* (II)  
21,998. Ditto. (I-369). Launched 1924 (10/1). 1924 (3/5) M/V London-New York. 1932 F/V Antwerp-Southampton-New York for Red Star. 1934 (Nov.) scrapped at Bo'ness.



26. (1927) *Minnesota* (III)

11,667. 562 × 60. 2-4. 2S-Q8-15 (John Brown). Built 1901 as *Zeeland* (Red Star) (*q.v.*). 1927 F/V London-New York (Tourist class only). 1930 scrapped.

(U.S.)—property of Atlantic Transport Co. of West Virginia; flew the U.S. flag.

(X)—cargo steamer.

FUNNEL: Red; black top.

FLAG: (a) 1882. Blue; five rows of five white stars.  
(b) 1898. Red-white-blue horizontal stripes with two rows of six stars in each (white stars on red and blue; blue on white).

## Chapter 108

1882

## LLOYD AUSTRIACO

(AUSTRIAN LLOYD)

(AUSTRIAN)

THE LLOYD AUSTRIACO (Austrian Lloyd) was founded at Trieste in 1836 to operate services in the Adriatic. In due course it extended its activities to Egypt and other parts of the Mediterranean. Later still its steamers traded regularly with India and the Far East.

The first regular passenger steamship service between the Adriatic and New York was established by the Anchor Line in 1874. For a time there were fortnightly sailings from Trieste and Venice, but the service was not a financial success and was withdrawn after an extended trial, although the same company's service from Genoa and Marseilles to New York continued to prosper.

So far as can be ascertained the one and only passenger sailing between the Adriatic and New York under the Austrian flag during the nineteenth century was undertaken by the 2,200 ton Austrian Lloyd *Achilles*, which sailed from Trieste on January 25th 1882.<sup>1</sup> A year previously the Company had applied unsuccessfully to the Austrian Government for subsidies for running services to New York and to South America. Following their refusal this experimental sailing was no doubt undertaken to determine whether an unsubsidised service was a practical proposition. Apparently it was not.

Towards the close of the century an Austrian-owned cargo service was placed in operation between Trieste and New York, but it was not until May 1904 that the Unione Austriaca's *Gerty* inaugurated the first regular Austrian-owned passenger service between these ports.

(*N.B.*—After World War I the Lloyd Austriaco became the well-known Italian-owned LLOYD TRIESTINO.)

(1) *The Times*, 18/1/82.

## Chapter 109

1882

COMPAGNIE COMMERCIALE DE TRANSPORTS À VAPEUR  
FRANÇAIS  
(FRENCH)

THIS company started operations in 1882 with seven iron screw steamers each of 2,600 tons—the *Dupuy de Lome*, *Paris*, *Rouen*, *Havre*, *Nantes*, *Bordeaux* and *Marseille*—built by Forges et Chantiers de la Méditerranée, three at La Seyne and four at Gravelle. The Company's principal objective was a service to Central America, but during 1882 there were seven sailings from Marseilles and/or Havre to New York and New Orleans. A total of 28 cabin and 1,155 steerage passengers was landed at New York, an average of about 170 passengers a voyage. Few details are available about the ships taking part, but the *Rouen*<sup>1</sup> and *Nantes*<sup>2</sup> each made at least one voyage.

The New York call was discontinued not later than 1883, and the ships were subsequently employed between France and Central America or went tramping. The *Rouen* was scheduled to sail from London to New Orleans direct in October 1883.<sup>3</sup>

Dupuy de Lome, after whom one of the ships was named, was a famous French naval architect. He was responsible for the first French screw ship of the line, the *Napoléon*, and the first armoured frigate, the *Gloire*.

FUNNEL: Black.

## Chapter 110

1882

SOCIÉTÉ POSTALE FRANÇAISE DE L'ATLANTIQUE  
(FRENCH)

THIS short-lived company advertised in June 1882 that it would be starting a service in August 1882 from Antwerp to Halifax, Quebec and Montreal by the *Ville de Pará*,<sup>4</sup> a newly-built 2,400 ton steamer owned by the Chargeurs Réunis. She sailed on or about August 19th and was followed in October by a sister ship, the *Ville de Ceara*. First, second and third class passengers were carried.

(1) *Le Sémaphore de Marseille*, 30/6/82.

(2) *Le Sémaphore de Marseille*, 10/10/82.

(3) *Shipping & Mercantile Gazette*, 21/8/83.

(4) *Shipping & Mercantile Gazette*, 27/6/82 etc.



Three further ships—the *Ville de Montréal*, *Ville d'Halifax* and *Ville de Quebec* were mentioned in the Company's advertisements, and the first-named was scheduled to sail from Antwerp for Halifax direct in December 1882. The sailing was postponed to January 1883, and later cancelled altogether.

Soon afterwards the three new ships and the Company's other assets were taken over by the Chargeurs Réunis, who detailed the *Ville de Pará* and *Ville de Ceara* to the South American trade, for which they had been built. The *Ville de Montréal*, launched in November 1882, became the *Ville de Maranhão*. The ships laid down as the *Ville d'Halifax* and *Ville de Quebec* were launched in April and May 1883 respectively as the *Ville de Victoria* and *Ville de Maceio*.

The interest shown by the Chargeurs Réunis in the service may be explained by the fact that the Allan Line had recently entered the South American trade. The French company may well have looked upon this as an intrusion and, in retaliation, have encouraged the Société Postale to start a Canadian service, which was obviously a dismal failure.

- a. 1882 *Ville de Pará* (c).  
2,356. 285 × 37. I-S-C2-12 (Schlesinger Davis (Newcastle) ). Owners Chargeurs Réunis. 1882 (Aug.) M/V Antwerp-Halifax-Quebec-Montreal. 1883 (Jan.) F/V Antwerp-Brazil (for Chargeurs Réunis).
- b. 1882 *Ville de Ceara* (c).  
2,342. Ditto. Owners Chargeurs Réunis. 1882 (Oct.) M/V Antwerp-Halifax-Quebec-Montreal. 1883 F/V Antwerp-Brazil (for Chargeurs Réunis).

## Chapter 111

1883-87

### TWIN SCREW LINE

(HILL LINE)

(BRITISH)

THE 4,000 ton twin-screw *Notting Hill*, *Tower Hill* and *Ludgate Hill* were completed in 1881-82. It is unlikely that they were built for the North Atlantic trade as the *Notting Hill* was running for the "South African Line of Steamers" between London and South Africa in 1882,<sup>1</sup> and the *Tower Hill* and *Ludgate Hill* each made at least one voyage to India during the same year.<sup>2</sup> They were then chartered by the British Government to take part in the Egyptian Expedition. This was, however, a last-minute arrangement, the

(1) *Shipping & Mercantile Gazette*, 11/5/82, etc.

(2) *The Times*, July 1882.

original intention being for the *Tower Hill* to inaugurate a new service from London to Boston on August 5th 1882 under charter to the National Line.<sup>1</sup>

The *Ludgate Hill*, her war service ended, sailed from London for New York on January 4th 1883. She was not the first twin-screw steamer to be employed on the North Atlantic as that distinction had fallen to the French Line's *Washington*, which had been converted from paddle to twin-screw in 1868, but she was the first twin-screw steamer, built as such, to be so employed.

Advertisements of the *Ludgate Hill*'s first New York sailing stated that applications for freight or passage should be made to West, Habershon & Co. or to S. F. Cross (whom the writer, as a boy, used to know), but no mention was made of the name of the line.<sup>2</sup> However, the *Notting Hill* was advertised soon afterwards to sail on the same route in February 1883, and on this occasion the description TWIN SCREW LINE was used, and applications invited to Allan Brothers & Co.,<sup>3</sup> the managers of the Allan Line. Their appointment as agents was probably influenced by the fact that they were on the point of establishing a service of their own between London and Canada, and it was, in fact, the single-screw Allan Line *Hanoverian* that took the next "Twin Screw" sailing to New York.<sup>4</sup> After a second voyage by the *Ludgate Hill*, the *Tower Hill* joined the service in May 1883.

The three "*Hills*" had accommodation for 30 saloon passengers in two-berth rooms at 12 gns. a berth. In addition, intermediate and steerage passengers were accommodated on the 'tween deck, which was fitted with portholes.

A fourth steamer of similar type, the 4,200 ton *Richmond Hill*, was completed at Dumbarton in July 1883, and for purposes of convenience proceeded direct from Glasgow to New York, whence she returned to London to join the other three. During 1883 the "*Hills*" made over 20 round voyages between London and New York. In addition, the 4,500 ton single-screw *Saint Ronans* (subsequently owned by Furness Withy) made a number of voyages under charter.

The *Notting Hill* sank early in 1884 (not in 1883 as has often been stated) after colliding with an iceberg. During the remainder of the year the three surviving "*Hills*" were assisted by the chartered *Saint Ronans*, *European* and *Bitterne*.

The Monarch Line had started operations on the London-New York route in 1880. Conditions were nothing like as good as they had anticipated and the line went into liquidation. Their steamers *Persian Monarch*, *Egyptian Monarch* and *Lydian Monarch* were purchased by the Wilson Line of Hull in 1887 and joined the *Tower Hill*, *Ludgate Hill* and *Richmond Hill* in a joint London-New York

(1) *Shipping & Mercantile Gazette*, 18/7/82.

(2) *Shipping & Mercantile Gazette*, 1/1/83, etc.

(3) *Shipping & Mercantile Gazette*, 6/2/83.

(4) *Shipping & Mercantile Gazette*, 20/2/83.



service known as the WILSON-HILL LINE, details of which will be found in a later chapter.

1. (1883) *Ludgate Hill*  
4,162. 420 × 47. S-1-4. S-2S-C4-12 (Dobie). Built 1882. (I-30; Intde; III).  
1883 (4/1) F/V London-New York. 1887 ran for Wilson-Hill Line (*q.v.*).  
1897 became *Livonian* (Allan) (*q.v.*).
2. (1883) *Notting Hill*  
4,021. 420 × 45. S-1-4. S-2S-C4-12 (Dobie). Built 1881. (I-30; Intde; III).  
1883 (17/2) F/V London-New York. 1884 (Feb.) sank after collision with  
iceberg (0).
- 2a. (1883) *Saint Ronans (c)*  
4,457. 402 × 43. S-2-4. I-S-C2-11 (Earle's). Built 1881 for Rankin, Gilmour  
& Co. 1883 (5/4) F/V London-New York (8 or more R/V).
3. (1883) *Tower Hill*  
4,021.—details as (2). Built 1881 (I-30; Intde; III). 1883 (5/5) F/V London-  
New York. 1887 ran for Wilson-Hill Line (*q.v.*). 1897 became *Turanian*  
(Allan) (*q.v.*).
4. 1883 *Richmond Hill*  
4,225.—details as (1) (Murray). (1-40; Intde; III). 1883 (25/7) M/V Glasgow-  
New York. 1883 (12/9) 2nd voyage London-New York. 1887 ran for Wilson-  
Hill Line (*q.v.*). 1897 became *Roumanian* (Allan) (*q.v.*).
- 4b. (1884) *European (c)*  
2,659. 327 × 36. C-1-3. I-S-C2-10 (Malcolmson). Completed 1866 as *William*  
*Penn* (L. & N.Y.); 1869 became *European* (Allan) (*q.v.*). 1884 (17/5) F/V  
London-New York (several R/V).
- 4c. (1884) *Bitterne (c)*  
5,085. 383 × 44. S-1-? I-S-C2-11 (Oswald Mordaunt). Built 1883 for T. R.  
Oswald. 1884 (21/6) F/V London-New York (several R/V).

FUNNEL: Pink.

FLAG: White; black letters "NH" (coupled together) in centre, with blue four-  
bladed propeller device on either side.

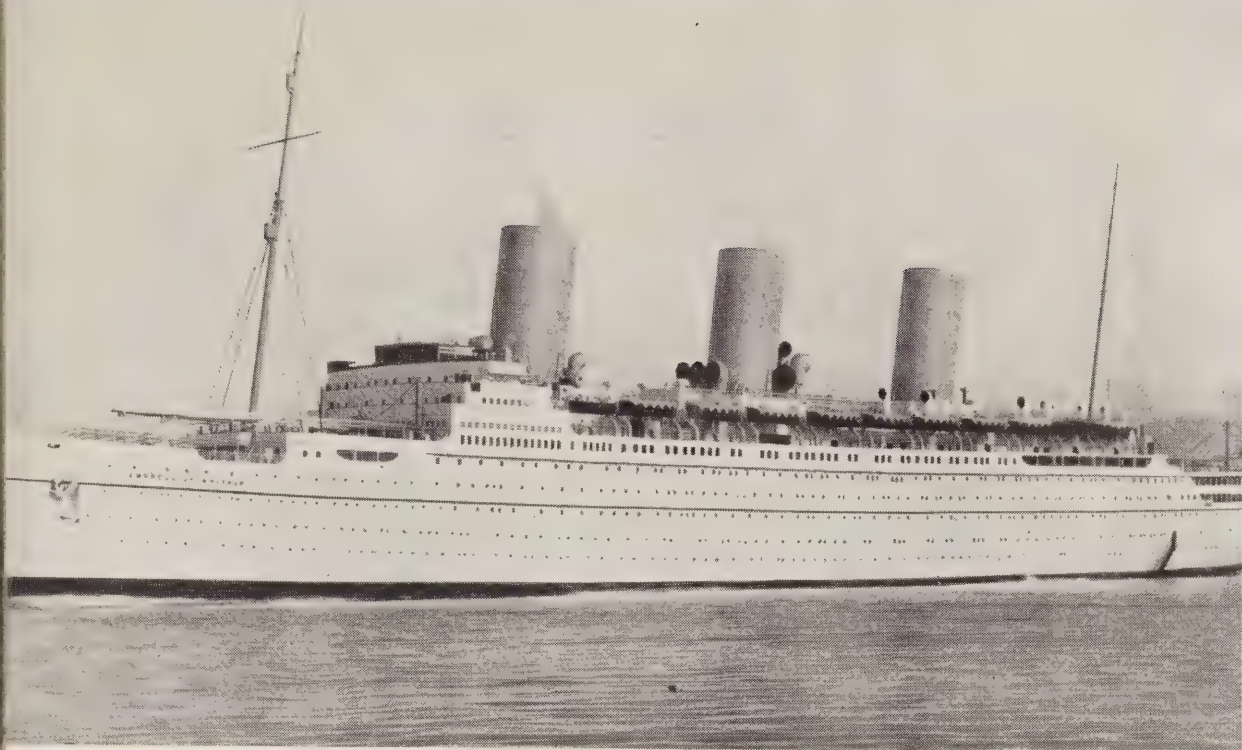
## Chapter 112

1883-84

### UNION STEAMSHIP COMPANY LIMITED

(BRITISH)

THE UNION STEAMSHIP COMPANY LIMITED had been engaged in the mail service between England and South Africa since 1857. In 1883, drought, the collapse of the diamond market and other factors were responsible for a serious slump, which resulted in the temporary withdrawal of the Company's intermediate service and the



1931                      *Empress of Britain*                      42,348 tons

The largest ship ever built for the Canadian trade. Bombed, torpedoed and sunk in the North Atlantic in 1942. (126-46)

CANADIAN PACIFIC

facing page 400

1930                      *Empress of Scotland*                      26,313 tons

Built as *Empress of Japan* for transpacific service, but has been running between Liverpool and Canada since 1950. (126-48)

CANADIAN PACIFIC







1928                      *Empress of France*                      20,123 tons  
 Built 1928 as *Duchess of Bedford* and renamed in 1948. The  
 only survivor of four popular "*Duchess*" ships.                      (126-42)

CANADIAN PACIFIC

*facing page 401*

1924                      *Empress of Australia*                      19,918 tons  
 Originally French Line *De Grasse*. Purchased by Canadian  
 Pacific in 1953 to replace *Empress of Canada*.                      (126-49)

CANADIAN PACIFIC



need to find employment for some of the idle ships. It was decided, therefore, to start a monthly service between Liverpool, Bermuda and Newport News with the 3,000 ton *Arab* and *Nubian*, the first sailing being taken by the former on September 15th. Saloon, intermediate and steerage passengers were carried; connection was made at Newport News with the Chesapeake & Ohio Railroad.<sup>1</sup>

After a few sailings the terminal was changed from Newport News to Baltimore, but the success achieved was no greater than hitherto and the service was withdrawn.

In 1900 the Union Steamship Company Limited amalgamated with the Castle Mail Packets Company Limited to become the Union-Castle Mail Steamship Company Limited.

1. (1883) *Arab*  
3,170. 350×40. S-1-2. I-S-C2-13 (Thomson (Glasgow) ). Built 1879. 1883 (15/9) F/V Liverpool-Bermuda-Newport News. 1900 scrapped.
2. (1883) *Nubian*  
3,091. 359×39. C-2-2. I-S-C2-13 (C. Mitchell & Co. (Newcastle) ). Built 1876. 1883 (13/10) F/V Liverpool-Bermuda-Newport News. 1891 re-engined; funnels reduced to one. 1892 (Dec.) wrecked near Lisbon.

FUNNEL: Yellow.

## Chapter 113

1883-85

### HALIFAX STEAM NAVIGATION COMPANY LIMITED (BRITISH)

THE HALIFAX STEAM NAVIGATION COMPANY LIMITED started operations in 1883 between London, Halifax and Boston with the steamers *Widdrington* and *Juliet*, which had accommodation for a limited number of passengers. The brokers were Westcott and Laurance of 9 Fenchurch Street, London, E.C.<sup>2</sup>

The service was withdrawn early in 1884 and nothing more was heard of the Company until the beginning of 1885, when the 1,779 ton *Damara* was advertised to sail on her maiden voyage from Glasgow and Swansea to Halifax and Baltimore in March. A sister ship, the 1,789 ton *Ulunda* sailed from Glasgow to Quebec and Montreal on May 7th 1885, and on this occasion advertisements specifically mentioned the Halifax Steam Navigation Company.<sup>3</sup>

(1) *Shipping & Mercantile Gazette*, 14/8/83, etc.

(2) *Shipping & Mercantile Gazette*, 23/10/83.

(3) *Glasgow Herald*, 15/4/85.



Within a few months the Company found itself unable to continue paying the outstanding instalments on the ships, which were taken over by Alexander Stephen of Glasgow, their builders, and sold to Christopher Furness, who ran them between London, Halifax and St. John, N.B. in partnership with the Halifax Steam Navigation Company. The *Ulunda* stranded in August 1890, and although refloated was sold to the Canada & Newfoundland Steamship Company. The *Damara* remained in the London-Halifax-St. John, N.B. trade for another ten years. Both ships carried 16 first-class passengers.

## Chapter 114

1885-1910

### EMPRESA INSULANA DE NAVEGAÇÃO (PORTUGUESE)

THE EMPRESA INSULANA DE NAVEGAÇÃO was founded in Lisbon in 1871 to run a steamship service between Lisbon and the Azores, the 877 ton *Insulano* and the 1,032 ton *Atlantico* being acquired for the purpose. The Company's contract was renewed in 1874 and again in 1878, when, in return for an increased subsidy, they agreed to operate two services a month, one of which was to be via Madeira.

In 1885 the 3,084 ton *Vega*, which had been built in England six years previously, was purchased by the Company and detailed to an extended service Lisbon-Madeira-Azores-New York. During the season she sailed about every seven weeks. Advertisements stated that she was fitted throughout with electric light, and carried a surgeon and stewardess.

The 2,744 ton *Murrumbidgee* was purchased in 1892-93, renamed *Peninsular* and took turns in maintaining the transatlantic service. At about the same time the *Vega*'s compound engines were replaced by triple-expansion; some seven years later she was renamed *Benguella*. The Company did not receive any subsidy for the transatlantic service, which, owing to foreign competition, was withdrawn in 1910.

An order was placed in Italy in 1930 for the 4,560 ton *Carvalho Araujo*, which was specially designed to meet the requirements of the Madeira-Azores trade and carried first, second and third class passengers. She made six special transatlantic round voyages from Lisbon during World War II—one in December 1940, two in 1941, two in 1942 and one in February 1945. The first four were to or via New York; the last two to Baltimore and Philadelphia respectively.

As was the case before the war, the *Carvalho Araujo* and the 4,000 ton *Lima* are at present maintaining a fortnightly service between Lisbon, Madeira and the Azores.

1. (1885) *Vega*  
(1899-1900) *Benguella*  
3,084. 361 × 38. I-S-C2-11 (A. Leslie & Co. (Newcastle) ). Built 1879. 1892 triple-expansion engines.
2. (1892-93) *Peninsular*  
2,744. 325 × 40. S-S-T3-11 (Thompson (Sunderland) ). Built 1887 as *Murumbidgee*.
3. (1940) *Carvalho Araujo*  
4,560. 347 × 50. 1-2-C. 2S-T6-14 (Cant. Nav. Triestino). Built 1930.

FUNNEL: (a) Black; red top.  
(b) Buff; black top.

FLAG: Blue-white-blue horizontal stripes; blue "E.I.N." on the white.

## Chapter 115

1886-91

### COMPAGNIE NATIONALE DE NAVIGATION

(FRENCH)

THE COMPAGNIE NATIONALE DE NAVIGATION was founded in 1879. It was normally engaged in carrying troops and material between France, Madagascar and the Far East—hence the names chosen for its steamers, namely, *Chandernagor*, *Cheribon*, *Chodoc*, *Cholon*, etc.

The Company arranged three sailings from Marseilles to New York in 1886, ten in 1887, seven in 1888 and 11 in 1891. During the course of these 31 voyages a total of 55 cabin and over 25,000 steerage passengers were landed at New York—an average of over 800 passengers a voyage. There were no New York sailings in 1889-90.

In spite of the apparent success of the service there were no regular sailings after 1891, although there were occasional sailings from time to time. For example, the 3,116 ton iron screw *Cheribon*, built by Denny of Dumbarton in 1882, was scheduled to sail from Marseilles to New York on February 1st 1896.<sup>1</sup> She was sold to Chilian owners in January 1900.

FUNNEL: Black; white band.

(1) *Le Sémaphore de Marseille*, 31/12/95.



## Chapter 116

1886-88

HUNTINGTON LINE  
(HUNTINGTON LINE OF STEAMSHIPS)  
(HUNTINGTON STEAM LINE)  
(BRITISH)

IT was announced in November 1886 that arrangements had been made for a new service of steamers to run between the United Kingdom and Newport News in conjunction with the Newport News & Mississippi Valley Railroad.<sup>1</sup> The first sailing was undertaken later the same month by the 3,726 ton *Duke of Westminster*, which was chartered for the purpose from the Ducal Line and loaded at the Royal Albert Docks, London.

The *Duke of Westminster* started her second voyage from Liverpool to Newport News in February 1887 when, for the first time, the Line was advertised as the HUNTINGTON LINE OF STEAMSHIPS. She was followed from Liverpool at approximately fortnightly intervals by the *Florida*, *City of Manchester* and *Duke of Buckingham*, which were of 3,200 tons and were built of iron instead of steel. All carried saloon and steerage passengers at fares of £10 and £2 5s. 0d. respectively. From July 1887 onwards the Company was advertised as the HUNTINGTON STEAM LINE.

Like the short-lived service of the Union Steamship Company on the same route in 1883-84, the HUNTINGTON LINE met with little or no success. Sailings were continued throughout 1887, but were discontinued in the following year.

- a. (1886) *Duke of Westminster* (c)  
3,726. 400 × 40. 1-4. S-S-C2-12 (Barrow S. B. Co. (Barrow) ). Built 1883 for Ducal Line. 1886 (Nov.) F/V London-Newport News. 1887 (Feb.) 2nd voyage Liverpool-Newport News.
- b. (1887) *Florida* (c)  
3,138. 336 × 41. 1-3. I-S-C2-11 (C. Mitchell & Co. (Newcastle) ). Built 1882. 1887 (Mar.) F/V Liverpool-Newport News.
- c. (1887) *City of Manchester* (c)  
3,209. 337 × 41. 1-3. I-S-C2-11 (Sunderland S.B. Co. (Sunderland) ). Built 1883. 1887 (Mar.) F/V Liverpool-Newport News.
- d. (1887) *Duke of Buckingham* (c)  
3,123. 384 × 38. 1-3. I-S-C2-11 (Barrow S.B. Co. (Barrow) ). Built 1880 for Ducal Line. 1887 (Apr.) F/V Liverpool-Newport News.

(N.B. The above ships carried saloon and steerage passengers.)

(1) *The Times*, 5/11/86.

## Chapter 117

1887-96

## WILSON-HILL LINE

(BRITISH)

WHEN the Royal Exchange Shipping Company Limited (Monarch Line) went into liquidation in 1887 two of its steamers were sold to the Allan Line, and the other three—the 4,000 ton *Egyptian Monarch*, *Lydian Monarch* and *Persian Monarch*—to the Wilson Line of Hull, who placed them in a joint service between London and New York with the 4,000 ton twin-screw *Ludgate Hill*, *Tower Hill* and *Richmond Hill* of the Hill (or Twin Screw) Line. This Company had been running on the same route since 1883. The joint service was known as the WILSON-HILL LINE, the London brokers being Allan Brothers & Company, who had acted in a similar capacity for the Twin Screw Line. During 1888 there were 34 sailings to New York. Westbound passengers numbered 991 first class and 762 steerage—a combined average of only 50 a voyage.

The *Persian Monarch* was wrecked on Long Island in 1894. A year previously the *Lydian Monarch* had been fitted with triple-expansion engines, and in 1895 was renamed *Ontario* to conform with the Wilson Line's standard system of nomenclature ending in "o". She continued to run in the London-New York service, but the *Egyptian Monarch* received quadruple-expansion engines at this time, was renamed *Ohio* and transferred to the Wilson Line's Hull-New York service.

The three "*Hills*" and the *Ontario*, assisted from time to time by units of the Wilson or Allan Line fleets, continued to run for the Wilson-Hill Line until September 1896, when the WILSON'S & FURNESS-LEYLAND LINE took its place. The *Ludgate Hill* and *Tower Hill* made one or two voyages on the same route for the new concern and the *Ontario* several. All three "*Hills*" were then sold to the Allan Line and the *Ontario* joined the *Ohio* on the Hull-New York route.

It is interesting to note that a Wilson-Hill Line advertisement of 1894 stated that on a forthcoming voyage the *Tower Hill* would carry second class passengers only and that they would be berthed in the saloon accommodation amidships.<sup>1</sup> As likely as not this was the first time that an elderly steamer was treated in this way, but there were many examples during the early years of the present century. The sequel was the building of ships with second as the top class—later known as "cabin" class.

(For details of fleet see Monarch and Twin Screw Lines).

(1) *The Times*, 8/3/94.



## Chapter 118

1890-1903

## ELDER DEMPSTER LINE

(AFRICAN STEAMSHIP COMPANY)

(BRITISH &amp; AFRICAN STEAM NAVIGATION CO. LTD.)

(ELDER DEMPSTER &amp; COMPANY)

(OCEAN TRANSPORT COMPANY LIMITED)

(BEAVER LINE OF STEAMERS—ELDER DEMPSTER &amp; CO.)

(ELDER DEMPSTER SHIPPING LIMITED)

(BRITISH)

THE AFRICAN STEAMSHIP COMPANY was incorporated by Royal Charter on August 7th 1852. Its founder and first managing director was Macgregor Laird, who had played an active part in the affairs of the short-lived British & American Steam Navigation Company (chapter 5), and for some years after it closed down had helped develop the Birkenhead shipbuilding firm of Laird Brothers.

The first units of the African Steamship Company's fleet were the 381 ton *Forerunner*, the 894 ton *Faith* and *Hope* and the 1,239 ton *Charity*. They were placed in service between London and West African ports. The *Charity* was sold to the Canadian Steam Navigation Company (chapter 34) in 1854.

Macgregor Laird appointed his brothers, William and Hamilton, as Liverpool agents of the African Steamship Company. They traded as "W. & H. Laird", but on the death of Hamilton Laird the firm became "Laird & Fletcher", and a few years later upon the retirement of William Laird, "Fletcher & Parr".

The BRITISH & AFRICAN STEAM NAVIGATION COMPANY started operations in January 1869 with the 1,300 ton *Bonny*, *Roquelle* and *Congo*, which had been built by John Elder & Co. of Glasgow and undertook a monthly service between Glasgow, Liverpool and the west coast of Africa. The Company's managing agents were the newly-founded firm of Elder, Dempster & Company, whose partners were Alexander Elder, formerly the superintendent engineer of the African Steamship Company, and the brother of John Elder, the shipbuilder, and John Dempster, hitherto a member of the staff of Fletcher & Parr, Liverpool agents of the African Steamship Company.

There was born at Carmarthen on February 24th 1845 one, Alfred Lewis Jones, who at the age of 14 entered W. & H. Laird's office. In 1869, at the early age of 24, he became the manager and moving spirit of Laird's successors, Fletcher & Parr. Six years later, in 1875, the African Steamship Company, having for many years previously loaded their steamers at Liverpool instead of London, transferred their headquarters to Liverpool under the management of William Sinclair. Having lost the Company's agency, Fletcher & Parr could no longer offer adequate inducement to an ambitious

man such as Alfred Jones, who decided to start up in business on his own account as a ship and insurance broker under the style "Alfred L. Jones & Co". He chartered several small sailing ships for the West African trade and the business grew to such an extent that he was soon able to substitute steamers. Not unnaturally, Elder Dempster & Co. sensed in these activities a serious threat to the future well-being of the British & African Steam Navigation Company. Discussions took place, the outcome being that, in 1879, Jones agreed to abandon his business and become a partner in the firm of Elder Dempster & Co. At about the same time Alexander Elder and John Dempster became directors of the British & African Company. They continued in this capacity until 1900.

In 1884 Alexander Elder and John Dempster both retired from the firm of Elder Dempster & Company, which then came under the control of Alfred Jones and W. J. Davey. In 1890 the management of the African Steamship Company was taken over by Elder Dempster & Company and in 1891 its capital was increased to £1,000,000. A week previously W. J. Pirrie (of Harland & Wolff) was elected to the board of directors.

The year 1890 undoubtedly marked a turning point in the history of Elder Dempster & Company. Alfred Jones was at his best when taking risks. Hitherto, Alexander Elder and John Dempster had not allowed him much scope in the affairs of the British & African Company. His opportunity came when his firm gained control of the African Steamship Company which had nearly always managed to avoid direct competition with the British & African.

The entry of Elder Dempster into the North Atlantic began with ships belonging to the African Steamship Company and it is probable that that Company's name, and not Elder Dempster's, was used. This was in 1890, and few details are available. It looks as if the Company did not want any publicity for the new service, which was unheralded and was not mentioned in the annual reports of the African Steamship Company.

The 4,177 ton cargo steamer *Alexander Elder* was completed by Harland & Wolff for the African Steamship Company in April 1890 and entered the Liverpool to Baltimore trade at once, or at any rate within six months. Whether or not she was the first of the Company's ships to be employed on the North Atlantic is not certain, but she was the first ship to maintain regular sailings on one particular route.

The 3,200 ton cargo steamers *Plassey*, *Sobraon* and *Memphis* were also completed by Harland & Wolff during 1890. The first two were laid down under other names, and it is not unlikely that the third was also. The *Plassey* and *Sobraon* were chartered to the Brocklebank Line for the Indian trade, and the *Memphis* to the Atlantic Transport Line for the London-Baltimore or Philadelphia trade.

Other African Steamship Company ships to be employed on the North Atlantic at this time were the *Ethiopia*, *Gambia*, *Loango*,



*Mayumba* and *Oil Rivers*, but it would appear that they were tramping rather than attempting to establish regular services. Others made voyages to the Mexican Gulf. In the summer of 1891 the *Sobraon* was transferred to the North Atlantic from the Indian trade, but a new steamer, the 5,129 ton *Assaye*, joined the *Plassey* in the Calcutta trade. Although her tonnage was appreciably greater, her dimensions were similar to those of the *Alexander Elder*.

An advertisement of July 1892<sup>1</sup> indicated that the Atlantic Transport Line's new service between London and New York was being undertaken by the *Mohawk*, *Mississippi*, *Manitoba* and *Massachusetts*. The *Mississippi* was a single-screw A.T.L. cargo steamer, and played no part in the events related in this chapter. The other three ships were newly-built twin-screw steamers of 5,700 tons. There was a note to the effect that the *Manitoba* and *Massachusetts*, which were owned by the A.T.L., carried a doctor and stewardess, from which it would seem that they were intended to carry passengers, and they did, in fact, carry some 80 first class. The *Mohawk* had been launched for the A.T.L. but completed for the African Steamship Company in May 1892, and was chartered by them to the A.T.L. It seems clear that, although identical with the other two in most respects, she did not at this stage carry passengers.

In the autumn of 1892 the 5,300 ton *Ruthenia* and the 6,300 ton *Ionia* of the City of Liverpool Steam Navigation Company, managed by D. & C. MacIver of Liverpool, were renamed *Mariposa* and *Montezuma* respectively. They were transferred to the Ocean Transport Co. Ltd., which was apparently an Elder Dempster subsidiary, as were two other City of Liverpool ships, but a further two—the *Etolia* and *Lycia*—were transferred to the African Steamship Company. At about the same time the latter's *Alexander Elder*, *Plassey* and *Sobraon* were renamed *Merrimac*, *Memnon* and *Mexico* respectively.

Advertisements of January 1893 indicate that the A.T.L. London–New York service was being maintained by the *Manitoba*, *Massachusetts*, *Mohawk*, *Mobile*, *Mariposa* and *Montezuma*. The *Mobile* was a newly-delivered African Steamship Company sister ship of the *Mohawk*. Further, the advertisements indicate that the ships employed in the A.T.L. London–Baltimore and London–Philadelphia services included the African Steamship Company *Memphis*, *Merrimac*, *Memnon* and *Mexico*.<sup>2</sup> In other words the principal African Steamship Company and ex-City of Liverpool ships with names beginning with "M" were running for the A.T.L., whose own steamers all bore names beginning with the same letter.

It is clear that the *Memphis* was chartered to the A.T.L. upon completion in 1890, and the *Mohawk* and *Mobile* upon completion in 1892-93, but what is not clear is whether these ships were laid down for the A.T.L. and subsequently transferred to the African

(1) *New York Herald*, July 1892 (many dates).

(2) *Liverpool Journal of Commerce*, Jan. 1893 (many dates).

Steamship Company, or laid down for the African Steamship Company and renamed when arrangements were made to charter them to the A.T.L. On the whole the writer subscribes to the former alternative. The *Ruthenia*, *Ionia*, *Alexander Elder*, *Plassey* and *Sobraon* were undoubtedly renamed in accordance with the A.T.L. system of nomenclature on account of their being chartered to the A.T.L. Conversely, the *Assaye* did not undergo a change of name because she was not chartered to the A.T.L.

The chartering of the *Mariposa*, *Montezuma*, *Memnon* and *Mexico* to the A.T.L. was of comparatively short duration as by July 1893, at the latest, the first two were taking part in a service under Elder Dempster auspices from Liverpool to Quebec and Montreal, and the two last-named in one from Avonmouth and other Bristol Channel ports to the same destinations. In addition, the 2,200 ton *Ramleh*, which was later renamed *Europa*, was running for Elder Dempster between London, Quebec and Montreal. As the St. Lawrence River reopens to navigation in April, it is not unlikely that the three services actually started in April or May 1893, and were probably operated under the name "Elder Dempster Line" as the *Mariposa* and *Montezuma* were registered in the name of the Ocean Transport Co. Ltd. Hitherto practically all ships running on the North Atlantic were African Steamship Company's ships and it is probable that they had been running under that name rather than Elder Dempsters. It may be added that the British & African Steam Navigation Company had no apparent connection with the North Atlantic until 1900, when Alexander Elder and John Dempster retired, and when, incidentally, Elder Dempster & Co. held about 98 per cent of the Company's share capital. It can be assumed that these two gentlemen were much too conservative to approve of some of the steps taken by Alfred Jones.

In August 1893, and perhaps earlier, the *Assaye* was running from Liverpool to New Orleans. No trace has been found of the movements of the *Merrimac* and *Memphis* at this time, but by early 1894 they too were running to New Orleans, as were the *Mariposa*, *Montezuma* and *Mexico*, many of their homeward sailings being to Bremen. The *Memnon* and *Ramleh* were running between Liverpool and Galveston. The New Orleans and Galveston services were seasonal, and most of the steamers reverted to the Canadian trade in the spring of 1894.

The 3,300 ton *Etolia* and *Lycia* had been completed by Harland & Wolff in 1888 for D. & C. MacIver's City of Liverpool Steam Navigation Company, and were placed in the Liverpool-Bombay trade. As already stated, when the City of Liverpool Company was acquired by Elder Dempster and the Ocean Transport Company formed these two ships were transferred to the African Steamship Company. They were in effect sister ships of the *Memphis*, *Memnon* (ex-*Plassey*) and *Mexico* (ex-*Sobraon*), which they joined during the summer of 1895 in the Elder Dempster Avonmouth-Quebec-Montreal service, which



was re-routed to Portland (Maine) at the close of the St. Lawrence River season. The *Mexico* was wrecked in July 1895.

The *Montezuma* and *Assaye* had been running from London to Quebec and Montreal. The *Mariposa* was wrecked in October 1895, but had for some time been under charter to the Dominion Line and, in fact, sold to the Union Line for the South African trade. The fleet of the Ocean Transport Company was thus reduced to the *Europa* (ex-*Ramlah*), *Montezuma* and the 3,000 ton *Niagara* (ex-*Abana*). The 3,800 ton *Marino* was under construction.

The *Mohawk* and *Mobile* were sold to the A.T.L. in October 1896, having been continuously under charter to them since their completion and in the meanwhile fitted with passenger accommodation similar to that of their sister ships *Manitoba* and *Massachusetts*. The *Memphis*, the first of the ships to run for the A.T.L., was wrecked in November 1896 when running under Elder Dempster auspices.

The 7,300 ton single-screw cargo steamer *Milwaukee* was launched in November 1896 for Elder Dempster's New Orleans service. In practically every case hitherto, the Company's ships had received "M" names to indicate their A.T.L. associations. The *Milwaukee*, however, had no such associations and the choice of name indicated that Elder Dempster had decided on a similar system of nomenclature for their own use. She had the misfortune to strand near Peterhead in September 1898. A remarkable feat of ship-surgery followed as she was cut in two by many small charges of dynamite, the bow part being left on the rocks. The remainder, including the engines and boilers, was towed away preparatory to the construction and replacement of a new forward end. A sister ship, the *Monarch*, was launched in July 1897.

The 5,500 ton *Montrose* and *Montcalm* and the 3,500 ton *Montpelier* were completed in 1897. Additions during 1898 were the 3,800 ton *Montclair*, 5,500 ton *Monterey*, the *Mount Royal* (a sister ship of the *Milwaukee*) and the 8,000 ton twin-screw *Monmouth*, which was sold almost at once and became the Dominion Line *Irishman*, together with the 4,000 ton *Melrose* and *Montauk*, which were purchased second-hand in December 1898. It is interesting to note that all these ships were registered in the name of Elder Dempster & Co. Several of the African Steamship Company's ships were still running on the North Atlantic but it would seem that the service as a whole had become known as "Elder Dempster".

The 4,400 ton *Montenegro* was commissioned in 1899, as were the 5,500 ton *Montcagle* and *Montfort* and the 7,300 ton *Montezuma* (II). The last three were twin-screw ships. The first *Montezuma* had been sold and the *Assaye* wrecked when under charter to the Beaver Line. The addition of these new ships enabled the Canadian services from Liverpool, Avonmouth and London to be strengthened. The *Etolia*, *Lycia* and *Memnon* were detailed to a new service between Avonmouth and Boston.

Advertisements of May 1899 indicated that the "Beaver Line of

Steamers (Elder Dempster & Co.)" would have sailings from Liverpool to Quebec and Montreal by the *Lake Ontario*, *Lake Superior* and *Lake Huron*. An explanation is desirable. The Beaver Line went into liquidation in 1894. Sailings were resumed in the following year, arrangements having been made for D. & C. MacIver to act as managers. A subsidiary company, Beaver Line Associated Steamers Ltd., was formed in November 1897 to enable additions to be made to the fleet, the only steamer purchased, however, being the ex-Cunarder *Gallia*. The *Tongariro* was chartered in August 1898 to replace the *Lake Winnipeg*, which had been sold. Matters appeared to be running smoothly until Saturday, December 17th 1898 when, just as the *Lake Ontario* was about to sail, she was held up by a court order. On the following Monday, Elder Dempster settled outstanding claims and the ship was allowed to sail. This, as things turned out, was the last "Lake" sailing by the Beaver Line, but the *Gallia* made two more voyages before being sold to the Allan Line, the *Tongariro* three or four under charter and the latter's sister ship, *Ruapehu*, two. The "Associated Steamers" were seriously under-capitalised and were striving against impossible odds so that within a few months the service was withdrawn.

It has often been implied that Elder Dempster treated the Beaver Line rather shabbily, but the reverse seems to have been the case. First and foremost, they made no immediate attempt to establish a rival service under the description "Beaver Line", and in any event the value of the name to a firm of Elder Dempster's standing was probably but slight. Instead, the *Lake Huron* made a voyage from Batum to Halifax in December 1898, and the *Lake Ontario* sailed from Halifax to Cuba soon afterwards. It is not clear under whose management the ships were at the time, but the *Lake Ontario*, at any rate, was not purchased by Elder Dempster until March 11th 1899. It is true that Elder Dempster took over the Beaver Line berth in Liverpool and some of the senior members of the Beaver Line staff, but the probability is that these men would otherwise have been out of a job as it was abundantly clear that the "Associated Steamers" could not remain in existence much longer. Their last westbound sailing appears to have taken place on June 10th 1899. The first Elder Dempster "Beaver Line" sailing was advertised for May 17th 1899, and actually took place on May 20th. By that time it was probably common knowledge that the "Associated Steamers" would be withdrawing their service. There may even have been some arrangement between Elder Dempster and D. & C. MacIver, the managers of the "Associated Steamers", as the earlier events of this chapter indicate that the two firms were well-known to one another.

The *Lake Ontario*, *Lake Superior* and *Lake Huron* maintained a somewhat irregular service for the "Beaver Line of Steamers (Elder Dempster & Co.)" from May 20th 1899 until the close of the St. Lawrence River season in the following November, but in the meanwhile orders had been placed for two new passenger steamers.



A new company, ELDER DEMPSTER SHIPPING LIMITED, was founded in May 1899 with an authorised capital of £1,000,000 to permit the further expansion of Elder Dempster's already vast activities. In September 1900 the British & African Steam Navigation Company (1900) Limited was registered with a similar capital.

It was announced in July 1899 that the Canadian mail contract, hitherto shared by the Allan and Dominion Lines, had been transferred to Elder Dempster, who undertook to maintain a weekly service from Bristol (Avonmouth) and Queenstown (where the supplementary English and the regular Irish mails were put aboard) to Rimouski (where the mails were unloaded), Quebec and Montreal. The first sailing was taken by the *Monterey*, which left Avonmouth on June 24th 1899. The chartered steamer *Ikbāl* sailed a week later and was followed by the *Arawa*, *Montfort*, *Monteagle* and *Montrose*. Unlike the others, the *Arawa* was a passenger steamer, her former owners being the Shaw, Savill & Albion Line.

No fewer than twelve Elder Dempster steamers were taken up as transports during the Boer War, including the new passenger steamer *Lake Erie*, which was completed early in 1900. Her sister ship, the 7,400 ton twin-screw *Lake Champlain*, joined the other "Lakes" in the Liverpool-Quebec-Montreal service in May 1900. The passenger fleet at this time consisted of the *Lakes Champlain*, *Ontario*, *Superior*, *Huron* and *Megantic* and the *Lusitania*. The *Lake Megantic* was the *Arawa* under a new name; the *Lusitania* had been purchased from the Pacific Steam Navigation Company, to whom she was resold in July 1900, only to be repurchased by Elder Dempster in February 1901 and wrecked in the following June. Other purchases at about this time were the Norddeutscher Lloyd *Ems* (renamed *Lake Simcoe*), and the Union-Castle *Garth Castle* and *Trojan* (renamed *Wassau*). The first-named was regularly employed in the Liverpool-Canada passenger service; the other two were occasionally employed in it but were resold a year or so later.

The "Imperial Direct West India Mail Service Limited" was registered in November 1900 and in February 1901 started a fortnightly service between Avonmouth and Kingston (Jamaica) with the 4,000 ton *Port Morant* and three consorts, a subsequent addition being the *Port Henderson* (ex-*Lake Megantic*, ex-*Arawa*). This company was an Elder Dempster subsidiary and later became known as the Imperial Direct Line Limited.

The *Lake Erie* made a number of voyages to South Africa as a troopship and in consequence did not enter the "Beaver Line" service until June 1902. Some months previously the 9,700 ton *Lake Manitoba* had, however, joined the service and a sister ship, the *Lake Michigan*, was under construction and upon completion made a trooping voyage to South Africa, but was never employed commercially by Elder Dempster. The two newcomers were improved versions of the *Lake Erie* and *Lake Champlain*, and were similar in dimensions and propelling machinery to the cargo steamer

*Montreal*, which had been completed in 1900. Other cargo steamers commissioned at this time were the 4,000 ton *Monmouth* (II) and *Melville* and the 8,800 ton twin-screw *Mount Temple*.

By 1902 the Company's building programme was virtually complete and all the ships with one exception that had been taken up as transports had resumed their commercial duties. The Company was running four North Atlantic services, namely, the "Beaver Line" from Liverpool to Quebec and Montreal by the *Lakes Champlain*, *Erie*, *Manitoba*, *Megantic*, *Ontario*, *Simcoe* and *Superior*; from London to Quebec and Montreal by the *Milwaukee*, *Monarch*, *Montenegro*, *Montezuma*, *Montreal* and *Mount Royal*; from Avonmouth to Quebec and Montreal by the *Monmouth*, *Montauk*, *Montcalm*, *Monteagle*, *Monterey* and *Montrose*; from Avonmouth to Boston by the *Etolia*, *Lycia* and *Memnon*. The St. Lawrence services were diverted to Halifax and St. John, N.B. in winter. The *Lake Superior* was wrecked in March 1902.

There had been rumours for many years past that the Canadian Pacific Railway was intending to enter the North Atlantic trade. Nevertheless, it came as a complete surprise to most people when it was announced in February 1903 that they had purchased the goodwill of the Elder Dempster services between the United Kingdom and Canada and 14 units of their fleet (later increased to 15). Details of the individual ships included in the purchase will be found in the Canadian Pacific chapter, and it will be sufficient to mention here that Elder Dempster retained the *Lake Megantic*, *Lake Ontario*, *Lake Simcoe*, *Melville*, *Monarch*, *Montauk* and *Montenegro*. Various other ships, including the *Melrose*, *Montclair*, *Montpelier*, *Garth Castle* and *Wassau* had already been sold. The Elder Dempster services from Liverpool to West Africa and from Canada to West Africa were not affected by the purchase, nor was the Imperial Direct West India Mail Service.

The "*Lakes*" were all fully-fledged passenger steamers. It seems clear that all the "M" steamers, many of which had stalls for a large number of cattle, were built as cargo steamers with, in some cases, accommodation for a few passengers. It is equally certain that in the later stages of their careers the *Montrose*, *Mount Royal*, *Monteagle*, *Montfort*, *Montreal*, *Montezuma* and *Mount Temple* carried large numbers of steerage passengers. It is probable that the conversion took place in 1904, when the Canadian Pacific started a cargo and emigrant service from London and Antwerp to Canada, but the possibility cannot be excluded that it took place during the Elder Dempster régime, and if so it must presumably have been undertaken when the ships were being reconditioned after their transport service to South Africa. In either event the length of this chapter is disproportionate to the importance of Elder Dempster's North Atlantic passenger activities. The justifications are the important bearing that these activities had on the subsequent development of the Canadian Pacific on the North Atlantic, and that Elder



Dempster's North Atlantic activities, passenger and cargo alike, have seldom if ever before been described in detail.

It is appropriate to add that nearly all the credit for the spectacular rise of the Elder Dempster Line during the 1890's should be given to Sir Alfred Jones, who died in 1909. Many of his activities—for example, the introduction of the banana into the United Kingdom and the formation of the Bank of British West Africa Ltd.—had no connection with the North Atlantic and cannot, therefore, be given the prominence they so rightly deserve.

(N.B. In 1932 Elder Dempster Lines Ltd. took over the fleet and assets of Elder Dempster & Co., and the companies managed by that firm.)

1. 1890 *Alexander Elder*†  
(1892) *Merrimac*  
4,177. 401 × 45. 1-2. S-T3-12 (Harland & Wolff). 1890 (April) completed. 1890-91 Liverpool-Baltimore trade. 1892 (Dec. approx.) renamed and chartered to A.T.L. London-Baltimore. 1894 (or earlier) Avonmouth-New Orleans. 1898-99 Liverpool, Avonmouth or London-Quebec-Montreal. 1899 (15/7) stranded on Anticosti Island; refloated. 1899 (25/10) L/V Quebec-Belfast; disappeared without trace.
2. 1890 *Plassey*†  
(1892) *Memnon*  
3,176. 346 × 41. 1-2. S-T3-12 (Harland & Wolff). Laid down as *Talavera*. 1890 (21/5) launched. 1890 chartered to Brocklebank Line for Indian trade. 1892 (Dec.) renamed and chartered to A.T.L., London-Baltimore. 1893 (July or earlier) Avonmouth-Quebec-Montreal. 1899 Avonmouth-Boston. 1903 retained by Elder Dempster. 1917 (12/3) torpedoed off Portland Bill.
3. 1890 *Memphis*†  
3,191. 346 × 41. 1-2. S-T3-12 (Harland & Wolff). 1890 (Nov.) completed. 1890-93 chartered to A.T.L., London-Baltimore. 1893 (Dec or earlier) F/V London-New Orleans. 1894-96 Avonmouth-Quebec-Montreal. 1896 (17/11) wrecked in Dunlough Bay (11)
4. 1890 *Sobraon*†  
(1893) *Mexico*  
3,185—details as (2). Laid down as *Barrosa*. 1890 chartered to Brocklebank Line for Indian trade. 1891 (July) F/V Liverpool-Baltimore. 1893 (Jan.) renamed and chartered to A.T.L., London-Baltimore. 1893 (July or earlier) Avonmouth-Quebec-Montreal. 1895 (4/7) wrecked on Belle Isle (0).
5. 1891 *Assaye*†  
5,129. 401 × 45. 1-4. S-T3-12 (Harland & Wolff). 1891 M/V London-Calcutta. 1893 (7/8 or earlier) F/V Liverpool-New Orleans. 1895 London-Quebec-Montreal; to New Orleans in winter. 1897 (20/3) chartered to Beaver Line, Liverpool-St. John, N.B. 1897 (5/4) wrecked on Seal Island (0).
6. 1892. *Mohawk*††  
5,658. 445 × 49. 1-4. 2S-T6-13 (Harland & Wolff). (Did not run for Elder Dempster.) 1892 (25/2) launched. 1892 (May approx.) M/V London-New York for A.T.L. (q.v.). 1896 (Oct.) sold to A.T.L. 1898 became *Grant* (U.S. Govt.).
7. 1892 *Montezuma* (I)†  
6,336. 430 × 47. 1-4. 2S-T6-13 (Harland & Wolff). Built 1891 as *Ionia* (City of Liverpool S.N. Co.). 1892 (Oct.) renamed; chartered to A.T.L., London-New York. 1893 (August or earlier) Liverpool-Quebec-Montreal (New Orleans service in winter). 1898 became *Sandusky* (Union Line). 1899 *Englishman* (Dominion). 1916 (24/3) torpedoed on voyage Avonmouth-Portland.

8. 1892 *Mariposa*†  
5,305. 421 × 48. 1-3. 2S-T6-12 (Armstrong Mitchell (Newcastle) ). Launched 1891 (20/6) as *Ruthenia* (City of Liverpool S.N. Co.). 1892 (4/11) renamed; chartered to A.T.L., London-New York. 1893 (July or earlier) Liverpool-Quebec-Montreal. 1894 (7/9) chartered to Dominion Line ditto. 1895 (27/9) wrecked in R. St. Lawrence (0). (Ship had been sold, but not handed over, to Union Line, who proposed to rename her *Gascon*.)
9. 1893 *Mobile*††  
5,780—details as (6). (Did not run for Elder Dempster.) 1893 (20/1) M/V London-New York for A.T.L. (*q.v.*). 1896 (Oct.) sold to A.T.L. 1898 became *Sherman* (U.S. Govt.). 1923 *Calawaii* (7,271 tons) (Los Angeles S.S. Co.). 1933 scrapped in Japan.
10. (1893) *Ramleh*†  
(1894) *Europa*  
2,232. 300 × 36. 1-3. I-S-C2-10 (Pearse (Stockton) ). Built 1881. 1893 (July or earlier) London-Quebec-Montreal; later to Galveston. 1901 (approx.) became *Veliki Kniaz Alexander Michaelovitch* (Vladivostock). 1903-04 no trace.
11. (1894) *Niagara*†  
3,033. 324 × 40. 1-3. I-S-C2-10 (Pearse (Stockton) ). Built 1883 as *Abana*. 1894 (Jan.) U.K.-New Orleans-Bremen. 1897 Avonmouth-Baltimore. 1899 (18/7) wrecked near Montevideo.
12. (1894) *Etolia*†  
3,270—details as (2). Built 1887 for City of Liverpool S.N. Co.; ran Liverpool-Bombay. 1894 (Dec.) transferred to African S.S. Co. 1895 Avonmouth-Quebec-Montreal. 1898 Avonmouth-Boston. 1903 retained by Elder Dempster 1906 (10/6) wrecked near Cape Sable.
13. (1894) *Lycia*†  
3,282—details as (2). Built 1888 for City of Liverpool S.N. Co.; ran Liverpool-Bombay. 1894 (Dec.) transferred to African S.S. Co. 1895 Avonmouth-Quebec-Montreal. 1898 Avonmouth-Boston. 1904 sold to Germany.
14. 1895 *Marino*†  
3,805. 371 × 43. 1-2. S-T3-11 (Harland & Wolff). 1898 became *Sabine* (Union Line). 1921 *Umzinto* (Natal Line).
15. 1897 *Milwaukee*†  
7,323. 470 × 56. 1-2. S-T3-12 (Swan & Hunter). Launched 1896 (7/11). 1897 mostly New Orleans service. 1898 (16/9) stranded near Peterhead; refloated minus forward end; rebuilt. 1902 London-Quebec-Montreal. 1903 became *Milwaukee* (Can. Pac.) (*q.v.*). 1913 (31/8) torpedoed 260 miles S.W. of Fastnet (1).
16. 1897 *Montrose*††  
5,440. 445 × 52. 1-4. S-T3-12 (Dixon (Middlesbrough) ). 1897 (Sept.) M/V to Quebec and Montreal. (Mostly Avonmouth service.) 1901-2 tonnage 7,094. 1903 became *Montrose* (Can. Pac.) (*q.v.*). 1914 sold to British Admiralty. 1914 (Dec.) wrecked on Goodwin Sands (0).
17. 1897 *Montcalm*†  
5,505. Ditto. (Palmers (Newcastle) ). Mostly Avonmouth-Quebec-Montreal service. 1898 (22/12) F/V London-New York for A.T.L. (3 R/V). 1899-1900 tonnage 6,981. 1903 became *Montcalm* (Can. Pac.) (*q.v.*). 1914 sold to British Admiralty. 1916 became *Crenella* (tanker). 1917 (26/11) torpedoed off Irish coast; reached port. 1923 *Rey Alfonso* (Norwegian). 1927 *Anglo-Norse*, later *Polar Chief*. 1940 (approx.) *Empire Chief* (British). 1942 stranded; refloated. 1946 reverted to *Polar Chief*. 1952 scrapped at Dalmuir.
18. 1897 *Monarch*†  
7,355—details as (15). Launched 1897 (1/7). 1897 M/V U.K.-New Orleans; later London-Quebec-Montreal. 1899-1900 tonnage 9,041. 1903 retained by Elder Dempster. 1927 (approx.) scrapped in Italy.



19. 1897 *Montpelier*†  
3,483. 344×44. 1-2. S-T3-11 (McMillan (Dumbarton) ). Mostly New Orleans service. 1900 (May) wrecked.
20. 1898 *Montclair*†  
3,806. 370×46. 1-2. S-T3-11 (McMillan (Dumbarton) ). Mostly New Orleans service. 1902 became *José Gallart* (Spanish). 1911 *Balmes* (Spanish). 1927 *Ramon Alonso R.* 1952 collision in R. Scheldt; scrapped.
21. 1898 *Monmouth* (I)†  
8,001. 490×56. 1-4. 2S-T6-13 (Harland & Wolff). 1898 (May) M/V Liverpool-New Orleans (only Elder Dempster voyage) (?). 1899 became *Irishman* (Dominion). 1903 *Michigan* (National). 1914 ditto (A.T.L.). 1926 scrapped in Italy.
22. 1898 *Monterey*†  
5,455. 445×52. 1-4. S-T3-12 (Palmer's (Newcastle) ). Mostly Avonmouth-Quebec-Montreal and New Orleans services. 1903 became *Monterey* (Can. Pac.) (q.v.). 1903 (14/7) wrecked on Miquelon Island (0).
23. 1898 *Mount Royal*††  
8,747. 470×56. 1-4. S-T3-12 (Swan & Hunter). Launched 1898 (17/8). Mostly London-Quebec-Montreal. 1903 became *Mount Royal* (Can. Pac.) (q.v.). 1914 sold to British Admiralty; renamed *Mapleleaf* (tonnage 7,998). 1919 became *Mapleleaf* (Shipping Controller). Later *British Maple*. 1933 (Feb.) scrapped.
24. (1898) *Melrose*†  
4,038. 365×47. 1-2. S-T3-12 (Gray (West Hartlepool) ). Built 1894 as *Strathnairn*. 1898 (Dec.) F/V Liverpool-Boston. 1900 (approx.) became *Ereza* (Spanish). 1907-08 no trace.
25. (1898) *Montauk*†  
4,040. Ditto. Built 1894 as *Strathfillan*. 1898 (Dec.) purchased by Elder Dempster. 1902 (or earlier) Avonmouth-Quebec-Montreal. 1903 retained by Elder Dempster.
26. (1899) *Montenegro*†  
4,408. 375×50. 1-2. S-T3-11 (D. & W. Henderson). Built 1898 for other owners. 1899 (Jan.) F/V U.K.-New Orleans. 1902 London-Quebec-Montreal. 1903 retained by Elder Dempster. 1922 sold to Germany.
27. (1899) *Lake Ontario*  
4,502. 374×43. C-2-3. S-T3-12 (Laing). (I-200; II-85; III). Built 1887 for Beaver Line (q.v.). 1899 (20/5) F/V Liverpool-Quebec-Montreal. 1905 scrapped in Italy.
28. (1899) *Lake Superior*  
4,562. 400×44. 1-3. I-S-C2-11 (Thomson). (I-190; II-30; III). Built 1884 for Beaver Line (q.v.). 1899 (3/6) F/V Liverpool-Quebec-Montreal. 1902 (31/3) wrecked near St. John, N.B.
29. (1899) *Lake Huron*  
4,040. 385×43. 1-3. I-S-C2-11 (London & Glasgow Co.). (I-70; II-50; III). Built 1881 for Beaver Line (q.v.). 1899 (15/7) F/V Liverpool-Quebec-Montreal. 1900 stranded near Quebec; broken up.
30. (1899) *Arawa*  
(1900) *Lake Megantic*  
5,026. 440×46. C-2-4. S-T4-13 (Denny). Built 1884 for Shaw, Savill & Albion. 1896 became *Colon* (Cia. Trasatlantica—chartered). 1899 (7/8) F/V Avonmouth-Quebec-Montreal (2 R/V). 1899 (Nov.) became Boer War troopship. 1900 (10/3) F/V as *Lake Megantic* Liverpool-Halifax-St. John, N.B. 1905-06 became *Port Henderson* (Imperial Direct Line). 1913-14 *Anapo* (Italian). 1914-15 *Porto Said* (Italian). 1915 sunk.



1949	<i>Oslofjord</i>	16,844 tons	
A replacement of a ship of similar name lost during World War II. Runs between Oslo, Bergen and New York.			(142-5)
			NORWEGIAN AMERICA LINE

*facing page 416*

	1953	<i>Kungsholm</i>	22,071 tons
	Flagship of the Swedish American Line, and the third ship of this name. Runs between Gothenburg and New York. (144-6)		
SWEDISH AMERICAN LINE			







1936

*Batory*

14,287 tons

Built in Italy for the Gdynia America Line. At present running between Poland and Bombay. Sister ship: *Pilsudski* (165-5)

POLISH OCEAN LINES

*facing page 417*

1953

*Olympia*

22,979 tons

The flagship of the Greek Line. In 1955 transferred from the Bremen-New York to the Piraeus-New York service. (169-5)

GREEK LINE



31. 1899 *Montezuma* (II)††  
7,345. 485 × 59. 1-4. 2S-T6-13 (Stephen). 1899 (Sept.) M/V Liverpool-New Orleans; followed by 3 R/V New Orleans-South Africa with horses and mules. 1902 London-Quebec-Montreal. 1903 became *Montezuma* (Can. Pac.) (q.v.). 1914 sold to British Admiralty. 1916 became *Oakleaf* (British). 1917 (25/7) torpedoed.
32. 1899 *Montfort*††  
5,519. 445 × 52. 1-4. 2S-T6-13 (Palmer (Newcastle) ). 1899 (Nov.) first of 3 R/V to South Africa. 1900 (17/7) F/V Liverpool-Quebec-Montreal. (N.B. At times tonnage was 7,087.) 1903 became *Montfort* (Can. Pac.) (q.v.). 1918 (1/10) torpedoed 170 miles from Bishop's Rock (5).
33. 1899 *Monteagle*††  
5,498. Ditto. 1899 (2/12) M/V (?) Liverpool-St. John, N.B. 1900 (Feb.) First of two R/V to South Africa. 1902 Avonmouth-Quebec-Montreal. (N.B. At times tonnage was 6,955.) 1903 became *Monteagle* (Can. Pac.) (q.v.). 1926 scrapped at Blyth.
34. (1900) *Lusitania*  
3,912. 380 × 40. C-1-3. I-S-T3-13. (Laird (Birkenhead) ). (I-70; II-85). Built 1871 for P.S.N. Co.; 1877 inaugurated Orient Line service to Australia. 1900 (31/3) F/V Liverpool-Halifax-St. John, N.B.; subsequently to Quebec and Montreal (after 3 R/V resold to P.S.N. Co.). 1901 (19/2) Liverpool-Halifax-St. John, N.B. (repurchased). 1901 (26/6) wrecked near Cape Race (0)
35. 1900 *Lake Champlain*  
7,392. 446 × 52. 1-4. 2S-T6-13 (Barclay Curle). (I-100; II-80; III-500). Launched 1900 (31/3). 1900 (15/5) M/V Liverpool-Quebec-Montreal. 1903 became *Lake Champlain* (Can. Pac.) (q.v.). 1913 renamed *Ruthenia*. 1914 sold to British Admiralty; renamed *Regina*; later reverted to *Ruthenia*. 1931 (approx.) became *Choran Maru* (Japanese). 1949 scrapped.
36. 1900 *Montreal*††  
6,870. 469 × 56. 1-4. 2S-T6-13 (Swan & Hunter). 1902 London-Quebec-Montreal. (N.B. At times tonnage was 8,644.) 1903 became *Montreal* (Can. Pac.) (q.v.). 1918 (Jan.) wrecked in Morecambe Bay (0).
37. 1900 *Monmouth* (II)†  
4,078. 375 × 48. 1-2. S-T3-12 (Sir Raylton Dixon (Middlesbrough) ). 1902 Avonmouth-Quebec-Montreal. 1903 became *Monmouth* (Can. Pac.) (q.v.). 1919 *Shinzan Maru* (Jap); later *Treti Krabолоv* (U.S.S.R.).
38. (1901) *Wassau*  
3,662. 364 × 43. 1-2. I-S-T3-12 (Thomson). Built 1880 as *Trojan* (Union Line). 1901 (29/1) F/V Liverpool-Halifax-St. John, N.B. (4 R/V). 1902 (Jan.) became *Islam* (French). 1903 (approx.) *Tosa Maru* (Jap.). 1924-25 no trace.
39. (1901) *Lake Simcoe*  
4,912. 430 × 47. 2-2. I-S-C3-16 (Elder (Glasgow) ). Built 1884 for N.D.L. as *Ems* (q.v.). 1901 (20/8) F/V Liverpool-Quebec-Montreal. 1903 retained by Elder Dempster but chartered to Can. Pac. for 1 R/V. 1904 scrapped.
40. 1901 *Mount Temple*††  
8,790—details as (31). (Armstrong Whitworth (Newcastle) ). Launched 1901 (18/6). 1903 became *Mount Temple* (Can. Pac.) (q.v.). 1916 (6/12) captured and sunk by German raider *Moeve*.
41. 1901 *Lake Manitoba*  
9,674—details as (36). (I-122; II-130; III-500). Launched 1901 (6/6). 1901 (24/9) M/V Liverpool-Quebec-Montreal. 1903 became *Lake Manitoba* (Can. Pac.) (q.v.). 1918 (Aug.) scuttled at Montreal after fire; salvaged. 1919 resumed service. 1920 became *Iver Heath* (Canadian). 1924 scrapped.
42. (1901) *Garth Castle*  
3,704. 365 × 43. 1-2. I-S-T3-12 (Elder (Glasgow) ). (I-52; II-46). Built 1881 for Castle Line. 1901 (3/12) F/V Liverpool-Halifax-St. John, N.B. (3 R/V). 1902 became *Ismailia* (Khedivial Mail); later *Brunette* (Italian). 1923 scrapped.



43. (1902) *Lake Erie*

7,550—details as (35). (I-100; II-80; III-500). 1900 (30/1) M/V Liverpool-Cape Town (8 R/V as troopship). 1902 (24/6) F/V Liverpool-Quebec-Montreal. 1903 became *Lake Erie* (Can. Pac.) (*q.v.*). 1913 renamed *Tyrolia*. 1914 sold to British Admiralty; became *Aspenleaf* (oiler). 1919 *Prygona* (Anglo-Saxon Petroleum Co.—depot ship). 1925 scrapped.

44. 1902 *Melville*†

4,439. 385 × 49. 1-2. S-T3-12 (Duncan (Glasgow) ). 1903 retained by Elder Dempster. 1926-27 became *Charitas* (Italian).

— — — *Lake Michigan*

9,240—details as (41). (Did not run commercially for Elder Dempster—see Canadian Pacific.)

†—cargo steamer.

††—built as cargo steamer but later carried passengers.

## AFRICAN S.S. Co. &amp; ELDER DEMPSTER

FUNNEL: Buff.

FLAG: White burgee with red St. George's Cross and golden crown in centre.

(NOTE: No explanation has been found for photographs showing certain Elder Dempster ships as having black funnels with a white band).

## Chapter 119

1891-98

## CANADA &amp; NEWFOUNDLAND LINE OF STEAMERS

(BRITISH)

ACCORDING to *Lloyd's Register* for 1891-92, the 1,789 ton *Ulunda* was owned by the CANADA & NEWFOUNDLAND LINE OF STEAMERS, who had recently purchased her from the Furness Line following a minor stranding in August 1890.

During 1891-92 the *Ulunda* ran as hitherto between London and Halifax. Advertisements made no mention of the Canada & Newfoundland Line of Steamers, but in February 1893 she was advertised as running between London, St. John's, N.F. and Halifax for the "Halifax (Nova Scotia), St. John's (Newfoundland), London and Liverpool Line of Steamers",<sup>1</sup> which may well have been an alternative name for the Canada & Newfoundland Line. A month previously the 1,802 ton *Barcelona*, formerly owned by the Thomson Line, was advertised as sailing from Liverpool to St. John's, N.F. and Halifax. Subsequent voyages of the *Ulunda* were from Glasgow and Liverpool. Between May 1893 and January 1894 advertisements again omitted the name of the line; the loading brokers were Donaldson Brothers of Glasgow, the managers of the Donaldson Line.

From March 1894 onwards the Company was advertised as the CANADA & NEWFOUNDLAND LINE OF STEAMERS.<sup>2</sup> As a rule the *Barcelona* and *Ulunda* sailed from Glasgow about three to five days after leaving Liverpool, but occasionally sailings were from Glasgow

(1) *Liverpool Journal of Commerce*, 20/2/93.

(2) *Glasgow Herald*, 6/3/94.

only. The agency was transferred from Donaldson Brothers to William Jacks & Co. of Glasgow in 1896-97.

The goodwill of the Line was purchased by Furness, Withy & Co. Ltd. in 1898 together with the *Barcelona* and *Ulunda*, which were joined by a larger steamer, the 2,470 ton *Dahomé*. Neither she nor the *Barcelona* remained long in the service, but in 1901 the *Ulunda* and a sister ship, the *Damara*, started a joint service from Glasgow and Liverpool to St. John's, N.F. and Halifax with the Allan Line. It was known as the Furness-Allan Line.

(For details of *Barcelona* and *Ulunda* see Furness Line.)

## Chapter 120

1896-1914

### WILSON'S & FURNESS-LEYLAND LINE LIMITED

(BRITISH)

**R**UMOURS began to circulate in 1895 that a new North Atlantic line was in course of formation, although few details were mentioned. At this time the old-established National Line was in very low water. Its Liverpool-New York service had been withdrawn a year previously, and for some years the London-New York service had been confined to the carriage of cargo and cattle. The new company (whose name had not yet been announced) made quite a good offer for the National Line fleet and goodwill, but a handful of shareholders stood out and unfortunately for them the deal fell through.

It was announced in due course that the new company would be known as the WILSON'S & FURNESS-LEYLAND LINE LIMITED. It was, in effect, an amalgamation of the existing services of the Wilson Line between London and New York, and of the Furness and Leyland Lines between London and Boston. It should be emphasised that the Company's interests never extended beyond these routes, so that numerous other activities carried on by the three component companies were not affected.

The Furness Line's London-Boston service dated back to 1882. The Wilson Line had been operating a North Atlantic service since 1875, and in 1887 had purchased three steamers from the liquidators of the Monarch Line, joined forces with the Hill (or Twin Screw) Line, and with them established the Wilson-Hill Line on the London-New York route. On the death of Frederick Leyland in 1892 a new company, Frederick Leyland & Co. Ltd., had been formed with Walter Glynn and Christopher Furness as the principal directors. In this way the Furness Line acquired a substantial interest in the Leyland Line, which started a London-Boston service jointly with the existing Furness service. This, incidentally, accounted for the "Furness-Leyland" portion of the new title.



It should be mentioned that as early as 1892 the Wilson and Furness Lines had been running a joint service between Newcastle-on-Tyne and New York known as the "Wilson-Furness Line".<sup>1</sup> It has been said that the name "Wilson's & Furness-Leyland Line" was only agreed upon after a good deal of argument. It is difficult to accept this statement as the title would appear to have been a natural choice in view of the precedent already established by the Wilson-Furness Line and the close relationship between the Furness and Leyland Lines.

The Wilson's & Furness-Leyland Line established headquarters in Leadenhall Street, London, and appointed T. Ronaldson & Co. as loading brokers for the Boston service. The New York service brokers were Allan Brothers & Co., who had acted in a similar capacity for the Twin Screw and Wilson-Hill Lines. Immediate steps were taken to lay down a large fleet of ships, both passenger and cargo and cargo only.

About the middle of September 1896 advertisements of the Wilson-Hill Line's London-New York service were superseded by similar ones of the Wilson's & Furness-Leyland Line, and for a time ships that had been engaged in the former service continued in the latter. Thus, the first few sailings of the new company were undertaken by the *Hindoo*, *Georgian*, *Ludgate Hill*, *Ontario* and *Tower Hill* at weekly intervals. The *Georgian* was purchased by the Company from the Leyland Line and, like the *Ontario*, was attached to the service for nearly a year, but the Wilson Line *Hindoo* and the Hill Line *Ludgate Hill* and *Tower Hill* were soon withdrawn and the last two were put up for sale. Within a few months the 5,600 ton cargo steamers *Idaho*, *Megantic* and *Cambrian* were purchased and detailed temporarily to the route. The *Idaho* had been laid down by Stephen of Glasgow as the Furness *London City*, taken over on the stocks by the Wilson Line, renamed and employed for a few months between Hull and New York. The *Megantic* and *Cambrian* were sister ships of the *Idaho*.

The Company's early sailings on the Boston route were undertaken by the *Virginian*, *Galileo*, *Bostonian*, *Columbian*, *Saint Ronans* and *Borderer*. All were chartered ships except the 4,500 ton *Bostonian*, which was purchased from the Leyland Line. Whereas some of the chartered steamers employed on the New York route carried passengers, the Boston service from first to last was confined almost exclusively to cargo and cattle.

The first of the new passenger steamers was the 6,900 ton *Alexandra*, which had accommodation for 120 first class passengers and stalls for over 600 head of cattle. For purposes of convenience her maiden voyage took place from Glasgow to New York under the auspices of the Allan-State Line, but she returned from New York to London, whence she sailed in November 1897 on her first regular westbound voyage for the Company. The *Victoria*, *Boadicea* and

(1) *Shipping Gazette & Lloyd's List* (adv.), Dec. 1892.

*Winifreda* were commissioned early in 1898, all three being similar to the *Alexandra* except that the two last-named were a few feet longer. The commissioning of these ships enabled the *Georgian*, *Idaho*, *Megantic* and *Cambrian* to be transferred from the New York to the Boston route, and all the chartered steamers except the *Columbian* to be withdrawn.

A fifth new passenger steamer, the *Cleopatra*, was advertised to leave London for New York on July 28th 1898. In the meanwhile, however, the Atlantic Transport Line had disposed of the five passenger steamers comprising their London-New York fleet to the United States Government for use during the Spanish-American War, and having no desire to abandon the trade entered into negotiations with the Wilson's & Furness-Leyland Line. The outcome was an announcement on July 4th that the *Alexandra*, *Victoria*, *Boadicea*, *Winifreda* and *Cleopatra* had been sold to the A.T.L., together with the rights to the London-New York route. Thus the *Cleopatra* never sailed for her original owners.

The sale of the New York fleet and service did not affect the company's London-Boston service, which for the next few months was carried on by the *Bostonian*, *Georgian*, *Cambrian*, *Londonian* and *Anglian*. The last two were the *Idaho* and *Megantic* respectively under new names. The *Londonian*'s career was cut short in November 1898 when she foundered in the North Atlantic with the loss of 18 lives and over 600 head of cattle. The 6,500 ton Wilson Line *Chicago* was purchased to make good the loss and in 1903 was renamed *Etonian*.

The Wilson's & Furness-Leyland Line was acquired by the International Navigation Company (the predecessors to the International Mercantile Marine Company) in 1901. No noticeable changes took place, but the Company had decided to enter the London-Boston passenger trade and for this purpose had ordered the 18,000 ton *Servian* and *Scotian* from Harland & Wolff. These orders were cancelled, and the ships lay uncompleted for several years before being purchased by the Hamburg American Line.

The 6,300 ton *Mercian* and *Meltonian* were delivered in 1908-09. By this time some of the earlier ships were long past their prime, but it was not until 1913 that the oldest unit, the *Bostonian*, was scrapped. A year later the remaining ships were incorporated into the Leyland Line fleet, and the name WILSON'S & FURNESS-LEYLAND LINE faded out.

1. 1897 *Alexandra*  
6,919. 475 × 52. S-1-4. S-T3-14 (Stephen). (I-120). 1897 (8/10) M/V Glasgow-New York. 1897 (11/11) 2nd voyage London-New York. 1898 became *Menominee* (A.T.L.) (q.v.). 1926 scrapped in Italy.
2. 1898 *Victoria*  
6,849. Ditto. (Furness Withy (W. Hartlepool) ). (I-120). 1898 (6/1) M/V London-New York. 1898 became *Manitou* (A.T.L.) (q.v.). 1920 *Poland* (Red Star-chartered) (q.v.). 1925 *Natale*. 1925 scrapped.



3. 1898 *Boadicea*  
7,057. 486 × 52. S-1-4. S-T3-14 (Stephen). (I-120). 1898 (13/1) M/V Glasgow—New York. 1898 (17/2) 2nd voyage London—New York. 1898 became *Marquette* (A.T.L.) (*q.v.*). 1915 (23/10) torpedoed in Aegean Sea (29).
4. 1898 *Winifreda*  
6,833. 482 × 52. S-1-4. S-T3-14 (Harland & Wolff). (I-120). 1898 (3/3) M/V London—New York. 1898 became *Mesaba* (A.T.L.) (*q.v.*). 1918 torpedoed in Irish Sea.
- ——— *Cleopatra*  
6,889. (Never ran for Company—see A.T.L.)
- ——— *Servian*
- ——— *Scotian*  
18,000. } (Never ran for Company—see Hamburg American *President Lincoln*  
18,000. } and *President Grant*.)

FUNNEL: Red; black top.

FLAG: Red with white "W&FL"; narrow blue border.

## Chapter 121

1897-1906

### PRINCE LINE

(BRITISH)

THE PRINCE LINE was founded by Mr. (later Sir) James Knott of Newcastle-on-Tyne, who acquired his first steamer in 1882. Until 1897 the Company's ships were principally engaged in services between the United Kingdom and the Mediterranean or South America, but in that year, two of the latest running to South America, the *Tartar Prince* and *Trojan Prince*, were detailed to a new service between Genoa, Naples, the Azores and New York. Accommodation for about 850 steerage was added to the existing 20 first-class berths. They were joined at the end of the year by a new ship of similar type, the *Spartan Prince*.

Sailings of the Mediterranean—New York service took place at intervals of three weeks, and during 1898 the ships landed 241 first-class and 13,587 steerage passengers at New York. These figures indicate that they must have been booked almost to capacity on each voyage.

The *Tartar Prince* was burnt at sea in 1902. In her place two ships of similar type but with increased steerage accommodation were purchased by the Company and placed in service as the *Sicilian Prince* and *Napolitan Prince*.

The service was withdrawn in 1906 owing to the increased competition of the Italian lines, to say nothing of the various British, German and French lines. Latterly, in order to comply with the Italian emigration regulations, the ships had been chartered to

Signor Giuseppe Fornari, who acted as "emigrant carrier" and held the Italian emigration licence. This was not renewed for the year 1907.

The Prince Line was acquired by the Furness group in 1916, but still retains its name and a semi-independent existence.

1. (1897) *Tartar Prince*  
3,272. 343 × 43. C-1-2. S-T3-12 (Short Bros. (Sunderland) ). Built 1895 for Company's S. American service. 1902 burnt at sea.
2. (1897) *Trojan Prince*  
3,273. 351 × 45. C-1-2. S-T3-12 (J. Readhead & Sons (S. Shields) ). Built 1896 for Company's S. American service. 1917 (23/2) torpedoed and sunk by German submarine.
3. 1897 *Spartan Prince*  
3,299. Ditto. (Short Bros. (Sunderland) ). 1908 (approx.) sold. 1908-09 sunk in collision with sailing ship off Brazil.
4. (1902) *Sicilian Prince*  
2,784. 363 × 42. C-1-2. S-T3-12 (Scott & Co. (Greenock) ). Built 1889 as *Moçambique*; later became *Alvarez Cabrel*. 1910 became *Abbassieh* (Khedivial Mail). 1930-31 no trace.
5. (1902) *Napolitan Prince*  
2,900. Ditto. Built 1889 as *Rei de Portugal*. 1911 became *Manouba*. 1929 (approx.) scrapped.

FUNNEL: Black; broad red band with white "Prince of Wales feathers".

FLAG: Red; large white "Prince of Wales feathers".

## Chapter 122

1898

### SKANDINAVIEN-AMERIKA LINIEN

(SCANDINAVIAN-AMERICAN LINE)

owned by

Det Forenede Dampskibs-Selskab

(United Steamship Company Limited)

(DANISH)

THE description SKANDINAVIEN-AMERIKA LINIEN (Scandinavian-American Line) was first used on October 1st 1898. On that date the old-established DET FORENEDE DAMPSKIBS-SELSKAB (United Steamship Company Limited) took over the Dampskibs-Selskabet "Thingvalla" (Thingvalla Line), which had been running a passenger and cargo service between Copenhagen and New York since 1880, together with its four surviving steamers—the *Thingvalla*, *Island*, *Hekla* and *Norge*.

The United Steamship Company is best-known in England for its service of motor ships running between Harwich and Esbjerg. It was founded on December 11th 1866 and had built up a large fleet of steamers trading in the North Sea, the Baltic and Mediterranean.



In 1895 it had started a cargo service between Denmark and United States ports in the Gulf of Mexico, with intermediate calls as required at Atlantic seaboard ports, by the steamers *Alexandra*, *Nicolai II* and *Xenia*. The 3,000 ton *Louisiana*, *Arkansas* and *Kentucky* were built for the service in 1896-97, followed by the 4,400 ton *Florida*, *Alabama* and *Texas* in 1898-99. The Company was, therefore, no stranger to the North Atlantic, and had in fact arranged occasional sailings thereon as early as 1887.

Of the four ex-Thingvalla ships the *Thingvalla* was nearing the end of her days and was sold in 1900. In the meanwhile plans were well advanced for laying down three much larger ships, the first of which, the 9,950 ton twin-screw *Oscar II*, was delivered by Stephen of Glasgow in 1902. The 10,000 ton *Hellig Olav* and *United States* were completed by the same yard in the following year. All were placed in service between Copenhagen, Christiania (Oslo) and New York.

The ill-luck attending the Thingvalla steamers was not entirely eliminated by the change of ownership, and the *Norge* was wrecked in January 1904 with very heavy loss of life. The *Island* and *Hekla* were sold soon afterwards, and in their place the 8,300 ton twin-screw *Rotterdam* was purchased from the Holland America Line and renamed *C. F. Tietgen* in honour of the man who had done so much to build up the fortunes of the United Steamship Company. Although rather smaller than the other twin-screw steamers, she performed useful service until 1913, when she was sold to make way for the 11,850 ton *Frederik VIII*, which was delivered by Vulkan of Stettin in time to make her first sailing in February 1914. She was an improved version of the earlier twin-screw ships, from which she differed in having two funnels instead of one. The building of this newcomer was undoubtedly influenced by the recent establishment of the Norwegian American Line's service from Norway to New York.

An additional cargo steamer had been built in 1907 and two second-hand ones were purchased in 1913. Of far greater interest was the 4,600 ton twin-screw motor ship *California*, which was built by Burmeister & Wain of Copenhagen and started her maiden voyage on October 9th 1913 from Copenhagen to New York via Oslo and Boston. She was notable as the first ship with diesel engines to run on the North Atlantic and the sixth to be built anywhere in the world. A similar ship, the *Oregon*, followed in 1916 and the 6,500 ton *Louisiana* (II) and *Arizona* in 1922.

As might be expected, Denmark's neutrality during World War I enabled the Company's ships to earn large profits. All four of the passenger steamers—the *Frederik VIII*, *United States*, *Hellig Olav* and *Oscar II*—survived the war, but at least two of the North Atlantic cargo steamers were lost.

There were no further changes of importance until 1928 when, in accordance with prevailing custom, the passenger steamers began to carry cabin, tourist third cabin (later renamed tourist) and third class instead of first, second and third. From about 1930 onwards

the steamers frequently called at Halifax to cater for traffic to and from Canada.

The world depression of the early 1930's, coupled with the fact that the Company's steamers were long past their prime, made it desirable to withdraw the *Oscar II* and *Hellig Olav* in 1931. The *United States* and *Frederik VIII* remained in service until 1934 and 1935 respectively, when they too were withdrawn. In 1935 the number of passengers carried by the Line dropped to the low total of 4,630.

Hitherto the Company's North Atlantic cargo ships had primarily served the Mexican Gulf ports of Galveston, Houston and New Orleans. The withdrawal of the passenger service, however, made it desirable to introduce a regular cargo service from Copenhagen to New York, with an extension as required to Philadelphia, Baltimore, Norfolk and Newport News. For this purpose various ships were temporarily diverted from one of the Company's other routes. A new motor ship, the 3,500 ton *Texas* (II), was placed in service in 1939. She had accommodation for 12 passengers instead of the two to six passengers of the earlier ships.

The German invasion of Denmark in 1940 caused a stoppage of the country's ocean services, but the opportunity was taken to lay down two sister ships of the *Texas*, together with four larger motor ships of 4,600 tons. All six were completed in 1945 as the *Florida* (II), *Maine*, *Argentina*, *Paraguay*, *Bolivia* and *Uruguay*. The 3,600 ton *Arkansas* (II) was added in 1947, and the 5,100 ton *Colombia* and *Venezuela* in 1947-48.

This fine fleet of motor ships is now running on two distinct routes—a North Atlantic service from Copenhagen to New York, Boston, Philadelphia, Baltimore, Norfolk, Newport News, Galveston, Houston and New Orleans, etc., and a South Atlantic service to Brazil and the Argentine. The ships are freely interchangeable between these routes.

- |   |   |                      |
|---|---|----------------------|
| 1. (1898) <i>Thingvalla</i>   | } | see Thingvalla Line. |
| 2. (1898) <i>Island</i>   |   |                      |
| 3. (1898) <i>Hekla</i>  |   |                      |
| 4. (1898) <i>Norge</i>  |   |                      |
| 5. 1902 <i>Oscar II</i>   |   |                      |
| 9,956. 501 × 58. 1-2. 2S-T6-15 (Stephen (Glasgow)). (I-130; II-140; III-900). 1902 (Feb./March) M/V Copenhagen-Oslo-New York. 1928 (Jan.) cabin; tourist third cabin; III. 1931 withdrawn from service. 1934 scrapped.                    |   |                      |
| 6. 1903 <i>Hellig Olav</i>  |   |                      |
| 10,085. Ditto. 1903 (Mar./Apr.) M/V Copenhagen-Oslo-New York. 1931 withdrawn from service; 1934 scrapped.   |   |                      |
| 7. 1903 <i>United States</i>  |   |                      |
| 10,095. Ditto. 1903 (May/June) M/V Copenhagen-Oslo-New York. 1934 withdrawn from service. 1935 scrapped.  |   |                      |
| 8. (1906) <i>C. F. Tietgen</i>  |   |                      |
| 8,302. 470 × 53. 1-2. 2S-T6-14 (Harland & Wolff). (I-200; II-150; III-2,000). Built 1897 as <i>Rotterdam</i> (Holland America) (q.v.). 1913 became <i>Dwinsk</i> (Russian American) (q.v.). 1918 (18/6) torpedoed 400 miles from Bermuda. |   |                      |



9. 1914 *Frederik VIII*

11,850. 523 × 62. 2-2. 2S-T8-17 (Vulkan (Stettin) ). 1914 (5/2) M/V Copenhagen-Oslo-New York. 1935 withdrawn from service. 1937 scrapped.

FUNNEL: Black; broad red band.

FLAG: Blue; white Maltese Cross.

## Chapter 123

1898-99

## CANADIAN STEAMSHIP COMPANY

(BRITISH)

FROM time to time there have been many attempts to popularise a new North Atlantic terminal, either in Europe or America, but in 1898 the newly-founded CANADIAN STEAMSHIP COMPANY introduced a new one at both ends of its service. The ports in question were Paspebiac (in the Gaspé Peninsula) and Milford Haven (in South Wales). It is not strictly correct to call the latter new, but there had only been a few spasmodic North Atlantic sailings to or from the port over a long period of years. The principal advantages claimed for the new route were that Paspebiac is an ice-free port, and that the distance between Milford Haven and Paspebiac is appreciably shorter than that of any other route in operation between Britain and Canada. The founders of the Line were interested in the "Atlantic & Lake Superior Railway".

The service was opened by the 4,000 ton *Gaspesia* (formerly the Pacific Steam Navigation Company's *Galicia*), which sailed from Milford Haven on December 7th 1898 with "a good cargo and a large number of passengers, including many emigrants".<sup>1</sup> It had been stated that the *Paspebiac* would follow, and that three 17 knot vessels had already been acquired, were being overhauled and would be ready by the spring of 1899,<sup>2</sup> when a weekly service would be in operation.

The *Gaspesia* started a second voyage from Milford Haven in January 1899. It was reported early in February that she was caught in the ice in the Gulf of St. Lawrence. When she was released more than two months later it was significant that she made for St. John's, N.F. (not Paspebiac). It can be assumed that the serious expense caused by the delay was responsible for the abandonment of the entire project.

1. (1898) *Gaspesia*

3,861. 383 × 43. C-1-3. I-S-C2-12 (Napier). Built 1873 as *Galicia* (Pacific Steam Navigation Co.). 1898 (7/12) F/V Milford Haven-Paspebiac.

- ——— *Paspebiac*

(Never ran for Company.)

(1) *The Times*, 8/12/98.

(2) *The Times*, 9/12/98.

## Chapter 124

1900

## COMPAÑIA TRASATLANTICA ESPAÑOLA

(1881). Compañia Trasatlantica

1953. Compañia Trasatlantica Española

(SPANISH)

THE COMPAÑIA TRASATLANTICA ESPAÑOLA can be traced back to the year 1850, when Don Antonio Lopez y Lopez, afterwards the first Marques de Comillas, purchased the steamer *General Armero*, which had been built by Ambrose W. Thompson of Philadelphia and placed her in service between Santiago de Cuba and Guantanamo. Six years later, in 1856, he founded the firm of A. Lopez in Alicante and established a service between Alicante and Marseilles with the steamers *Madrid*, *Alicante* and *Marsella*, each of about 500 tons. Two larger steamers, the *Ciudad Condal* and *Paris*, ran between Spain and the West Indies.

In September 1861 the Spanish Government awarded the firm a mail contract between Spain, Cuba, Porto Rico and San Domingo. Six steamers of about 2,000 tons each were built or acquired—the *Canarias*, *Cantabria*, *Isla de Cuba*, *España*, *Santo Domingo* and *Puerto Rico*.

Owing to the need for further expansion the Company changed its style in 1871 to "A. Lopez y Compañia". By the following year the fleet consisted of the *A. Lopez*, *Canarias*, *Isla de Cuba*, *Santander*, *España*, *Puerto Rico*, *Comillas* and *Guipuzcoa*, one of which sailed from Cadiz for Porto Rico and Havana on the 15th and 30th of each month.<sup>1</sup> From April 1873 onwards sailings took place from Santander on the 15th and Corunna on the 16th, and from Cadiz on the 30th of each month.<sup>2</sup> The 2,900 ton *Alfonso XII* was launched by Denny of Dumbarton in October 1875. Two further steamers followed, and by 1877 the fleet consisted of 12 steamers totalling 27,511 tons gross.

For a second time the Company outgrew its resources, and on June 1st 1881 a limited liability company was formed to take over the business of A. Lopez y Cia. It established its head office in Barcelona under the style COMPAÑIA TRASATLANTICA.

In 1884 a service was established between Spain and the Philippine Islands via the Suez Canal. In consequence, 11 further ships were added to the fleet, including the newly-built *Antonio Lopez*, *Cataluña* and *Ciudad de Santander* of 3,500 tons. Amongst a number of interesting ships running for the Company were the 2,000 ton *España* (ex-*Congrès*) and the 2,500 ton *Ciudad Condal* (ex-*Washington*) and *Habana* (ex-*Ernst Moritz Arndt*). The first-named had been built in 1856 for the Compagnie Transatlantique

(1) *Shipping & Mercantile Gazette*, 15/6/72.

(2) *Shipping & Mercantile Gazette*, 1/7/74.



Belge, but never ran for them; the two last-named ran for the Baltischer Lloyd for a short time during the early 1870's between Stettin and New York.

In 1886 the Company started new services to Venezuela, Colombia, Buenos Aires, Fernando Po and Morocco, and a year later was awarded the mail contract between Spain and the Philippine Islands, held hitherto by the Marques de Campo, who operated under the style "Compañía General de Tabacos de Filipinas". Four of their steamers were purchased by the Compañía Trasatlantica. At about the same time five notable ships were built in British yards—the 5,000 ton *Buenos Aires*, *Alfonso XIII*, *Reina Maria Cristina*, *Alfonso XII* and *Montevideo*. They will be referred to again later.

Far more important from the point of view of this chapter was a service to New York, stated to have been established in 1886, the implication being that it was a through service from Spain to New York. That the Company's steamers did start running to New York in 1886 is not disputed, but from the rather meagre information available it seems clear that it was merely a feeder service between Havana (and other ports on the North American continent) and New York, and that connection was made at Havana with the regular sailings between that port and Spain. Thus, in 1892 the *Ciudad Condal*, *Habana*, *Mexico* and *Panama* were running between New York, Havana, Progreso and Vera Cruz "with transshipment at Havana for Mediterranean ports".<sup>1</sup> In 1895 the same four steamers were running between New York, Havana, Santiago de Cuba, La Guayra, Puerto Cabello, Savanilla, Cartagena, Colon and Port Limon, again "with transshipment for Mediterranean ports".<sup>2</sup> Similarly in 1896 the *Habana*, *Ciudad Condal* and *San Agustin* offered precisely the same facilities.<sup>3</sup> Finally, in 1899, the *Rabat*, *San Agustin* and *Manuel L. Villaverde* were running between New York and Havana.<sup>4</sup>

It will be convenient to break off the narrative at this point and mention that the Company undertook extensive transport work to Cuba and the Philippine Islands in 1895-96, particularly in the latter year, when the rebellion in Cuba was responsible for the shipment of over 200,000 troops. The Company chartered many well-known liners, including the *Colon* (ex-*Arawa*—later the Elder Dempster *Lake Megantic*), *Covadonga* (ex-*Tainui*—later the Anchor *Astoria*), *Don Alvaro de Bazan* (ex-Cunard *Gallia*), *Magallanes* (ex-Guion *Alaska*), *Nueva Señora de Guadalupe* (ex-White Star *Cufic*) and *Santa Barbara* (ex-Hamburg American *Russia*). In 1897 two of the Company's own ships, the *Alicante* and *Montserrat*, were converted into hospital ships. They did splendid work during the Spanish-American War of 1898, when four of the Company's ships were lost, including the largest, the *Alfonso XII*. A fifth was captured by the

(1) *New York Herald*, 1/7/92.

(2) *New York Herald*, 1/7/95.

(3) *New York Herald*, 1/9/96.

(4) *New York Herald*, 1/7/99.

Americans. After the war six Spanish and 25 foreign steamers were chartered for repatriation work, including the Anchor Line *City of Rome*, the Cunard *Bothnia* and the Norddeutscher Lloyd *Fulda*. Another steamer chartered before the war was the Hamburg American *Columbia*. She and her sister ship, the *Normannia*, and the N.D.L. *Havel* were purchased by the Spanish Government. They became the auxiliary cruisers *Rapido*, *Patriota* and *Meteoro*, but the war ended before they were ready to take part. After the war the *Meteoro* became the Company's *Alfonso XII* in replacement of the ship of similar name which had been lost.

In 1900, for the first time, clear indications have been found of a through service between Spain and New York—hence the date shown at the head of this chapter. The service operated from Genoa and Barcelona to Cadiz, New York, Havana, Vera Cruz and return, which means that New York was merely a port of call instead of the terminal, as was the case with all other contemporary North Atlantic services incorporating that port. The ships left New York on the 11th or 12th of each month for Havana and Vera Cruz; they sailed again from New York for Spain on the 5th or 6th of the following month.<sup>1</sup> The ships employed during 1900 included the 5,000 ton *León XIII* and *Buenos Aires* and the 4,000 ton *Montserrat*, early additions being the 5,000 ton *Montevideo* and *Manuel Calvo*. Other ships employed occasionally were the *P. de Satrustegui* and *Antonio Lopez* (II). Between 1905 and 1910 a call was made at Naples as well as Genoa, but the greatly increased activity of the Italian lines was responsible for the subsequent abandonment of both calls, at any rate on the eastbound voyage.

The largest unit of the Company's fleet at this time was the 6,748 ton *Alfonso XII* (ex-N.D.L. *Havel*). For many years past all additions to the fleet had been in the form of second-hand steamers, but in 1913 the 10,000 ton *Infanta Isabel de Borbon* and *Reina Victoria Eugenia* were completed in the United Kingdom for the Spain-Cuba-Mexico service. They were 17 knot ships propelled by triple and quadruple screws respectively, their machinery consisting of triple-expansion engines combined with low pressure turbines.

Including these newcomers, the Company's fleet in 1913 consisted of 20 ocean-going steamers, which provided sailings at monthly intervals on each of the following six routes: Barcelona and Cadiz to New York, Cuba and Mexico; Bilbao, Santander and Corunna to Cuba and Mexico; Barcelona to the Canaries, Venezuela and Colombia; Genoa, Barcelona and Cadiz to South America; Barcelona to Morocco, Canaries, West African ports and Fernando Po; Liverpool, Spanish and Portuguese ports to the Philippine Islands via Suez.

In February 1915, only a few months after the outbreak of World War I, the 5,000 ton *Alfonso XIII*, built in 1888, foundered in Santander harbour in circumstances that gave rise to suspicions of sabotage. She was replaced by an 8,000 ton twin-screw steamer

(1) *New York Herald*, 1/7/00.



to which the same name was allotted, but which had been built in 1891 as the Union Line *Scot*.

In view of Spain's status as a neutral during the war it was only to be expected that the Company earned large profits. Amongst the ships which, for a time, were diverted to the New York route were the *Infanta Isabel de Borbon* and *Reina Victoria Eugenia*.

After the Armistice there was virtually a weekly service between Barcelona, Cadiz, New York, Havana, Vera Cruz and vice versa. During 1920 the ships taking part were the *Antonio Lopez*, *Buenos Aires*, *Cataluña*, *C. Lopez y Lopez*, *Isla de Panay*, *León XIII*, *Manuel Calvo*, *Montevideo*, *Montserrat* and *P. de Satrustegui*. In addition the *Alfonso XIII* and *Reina Maria Cristina* made occasional sailings from Bilbao, Santander and Corunna to New York.

The Company's satisfactory financial position enabled them to lay down the 7,538 ton *Manuel Arnus*, 10,833 ton *Cristobal Colon* and 10,551 ton *Alfonso XIII*, which were completed in Spanish yards in 1923. The earlier *Alfonso XIII* was renamed *Vasco Nuñez de Balboa*. Three further ships—the 10,000 ton *Marques de Comillas*, *Juan Sebastian Elcano* and *Magallanes*—were completed in Spain in 1928, and enabled no fewer than ten of the oldest units of the fleet to be sold. With only one exception all had been built in 1891 or earlier.

The abdication of King Alfonso XIII in 1931 and the substitution of a republican government resulted in the renaming of three of the largest ships. The *Alfonso XIII* became the *Habana*, the *Reina Victoria Eugenia* became the *Argentina*, and the *Infanta Isabel de Borbon* became the *Uruguay*.

The Company's normal activities were brought to a complete standstill by the outbreak of the Spanish Civil War in 1936. The *Cristobal Colon* was homeward bound from Vera Cruz, Havana and New York to Bilbao with 500 passengers when the Madrid Government wirelessly ordered her to proceed to a British port. After a short stay at Southampton she proceeded to Havre and St. Nazaire, where her passengers were disembarked. There were many supporters of General Franco amongst the crew, who formed a committee, refused to obey orders to take the ship to Spain and instead headed for Cardiff. After bunkering, the ship set sail for Mexico and a few days later was wrecked near Bermuda. In June 1937 the *Magallanes*, en route from Spain to Odessa to load munitions, collided with and sank an Italian steamer in the Dardanelles. She was arrested at Istanbul. The *Manuel Arnus* was interned at Vera Cruz and after the war was sold by the Mexican Government to the U.S.A. She was used for aerial bombardment in the Pacific and was sunk in October 1946. The *Juan Sebastian Elcano* was at a Russian port when the Civil War ended, and was seized by the Russians. Of the ships in home ports, the *Argentina* and *Uruguay* were sunk at Barcelona but subsequently refloated and the *Habana* was damaged by fire at Bilbao.

It was announced in October 1939 that the *Marques de Comillas* would resume sailings immediately between Northern Spain, New York and Havana. In the following year she was joined by the *Magallanes* and *Habana*, both of which had been reconditioned. It had been intended to sell the *Manuel Calvo*, which left the Balearic Islands, where she had been lying for many months, for Cadiz in October 1939. Instead, she was reconditioned as a cargo steamer and a few months later joined the other three. In addition the 3,200 ton cargo steamer *Castillo Ampudia* was chartered by the Company in 1945 and she too was detailed to the New York service.

The 6,500 ton motor ship *Conde de Arjelejo* was added to the fleet in 1949. Three years later she was renamed *Virginia de Churruca* and at about the same time a sister ship, the *Explorador Iradier*, was purchased and renamed *Satruestegui*. These two ships are engaged in a monthly service between Genoa, Barcelona, Cadiz and the West Indies, Central America and New Orleans.

The 10,000 ton motor ships *Guadalupe* and *Covadonga* were commissioned in 1953 and are running from Bilbao, Santander, Gijon, Vigo and Lisbon to New York, Havana and Vera Cruz, returning via Havana and New York to Corunna, Santander and Bilbao. Since their introduction the *Magallanes* has been withdrawn prior to renovation; the *Marques de Comillas* is now running from Bilbao, Santander and Cadiz to Havana, Vera Cruz and New Orleans.

It remains to mention that in 1939 the Company's headquarters were transferred from Barcelona to Madrid. In June 1953 the adjective "Española" was added to the Company's title, which is now COMPAÑIA TRASATLANTICA ESPAÑOLA.

1. (1900) *León XIII*  
5,087. 410 × 46. S-1-2. S-T3-14 (Inglis). (I-117; II-58; III-60). Built 1888 as *Taroba* (B.I.). 1893-94 became *Isla de Cebu* (Cia Trasatlantica). 1896 (approx.) renamed *León XIII*. 1900 F/V Genoa-Barcelona-Cadiz-New York-Havana-Vera Cruz. 1930 scrapped.
2. (1900) *Buenos Aires*  
5,021. 411 × 48. S-1-3. S-Q4-15 (Denny). (I-160; II-48; III-39). Built 1887 for Cia Trasatlantica. 1900 F/V Genoa-Barcelona-Cadiz-New York, etc. 1932 (approx.) laid up. (N.B. Latterly masts were reduced to two).
3. (1900) *Montserrat*  
3,994. 373 × 44. S-1-2. S-T3-14 (Vulkan (Stettin)). (I-121; II-36; III-24). Built 1889 as *Dania* ("Hapag") (q.v.). 1895 purchased by Cia Trasatlantica. 1896 resold to "Hapag", but repurchased immediately. 1900 F/V Genoa-Barcelona-Cadiz-New York, etc. 1926 sold. 1927 scrapped.
4. (1901) *Montevideo*  
5,205. 410 × 48. S-1-3. S-Q4-15 (Denny). (I-154; II-48; III-39). Built 1889 for Cia Trasatlantica. 1901 (approx.) F/V Genoa-Barcelona-Cadiz-New York, etc. 1936 (approx.) laid up.
5. (1901) *Manuel Calvo*  
5,617. 421 × 48. S-1-3. 2S-T6-13 (Armstrong Mitchell (Newcastle)). (I-84; II-32; III-30). Built 1893 as *H. H. Meier* (N.D.L.) (q.v.). 1901 (approx.) F/V Genoa-Barcelona-Cadiz-New York, etc. 1936 laid up in Balearic Islands. 1940 rebuilt as cargo steamer. 1950 laid up at Santander.



6. (1904) *P. De Satrustegui*  
4,713. 410×46. S-1-2. S-T3-14 (Inglis). (I-118; II-54; III-40). Built 1890 as *Tara*. 1904 (approx.) F/V Genoa-Barcelona-Cadiz-New York, etc. 1927 (approx.) sold; scrapped.
7. (1906) *Antonio Lopez*  
5,975. 430×50. S-1-2. S-Q4-14 (Denny). (I-58; II-38; III-36). Built 1891 as *Ruahine* (N.Z.S. Co.). 1900 (approx.) purchased by Cia Trasatlantica. 1906 (approx.) F/V Genoa-Barcelona-Cadiz-New York, etc. 1936 laid up at Cadiz.
8. (1915) *Infanta Isabel de Borbon*  
(1931) *Uruguay*  
10,348. 482×61. 1-2. 3S-T6 & ST-17 (Denny). (I-250; II-100; III-74). Built 1913 for Cuba-Mexico service, but made some New York voyages during World War I. Sunk by air attack at Barcelona during Spanish Civil War; refloated; scrapped.
9. (1915) *Reina Victoria Eugenia*  
(1931) *Argentina*  
10,137. 480×61. 1-2. 4S-T8 & ST-17 (Swan Hunter & Wigham Richardson). (I-250; II-100; III-74). Built 1913 for Cuba-Mexico service, but made some New York voyages during World War I. 1937 sunk by air attack at Barcelona; refloated, sold, scrapped.
10. (1920) *Cataluña*  
3,488. 384×42. S-1-2. I-S-C2-13 (Denny). (I-143; II-54; III-42). Built 1883 for Cia Trasatlantica. 1920 (or earlier) F/V Barcelona-Cadiz-New York, etc. 1923 wrecked.
11. (1920) *C. Lopez y Lopez*  
4,170. 396×43. S-1-2. S-T3-14 (Barclay Curle). (I-32; II-40; III-28). Built 1891 as *Lismore Castle* (Castle Line). 1904-05 purchased by Cia Trasatlantica. 1920 (or earlier) F/V Barcelona-Cadiz-New York, etc. 1930 scrapped at Savona.
12. (1920) *Isla de Panay*  
3,636. 362×43. S-1-2. I-S-T3-14 (Scott (Greenock) ). (I-120; II-32; III-10). Built 1882. 1887 purchased by Cia Trasatlantica. 1920 (or earlier) F/V Barcelona-Cadiz-New York, etc. 1929 wrecked.
13. (1920) *Alfonso XIII*  
(1923) *Vasco Nuñez de Balboa*  
8,063. 531×55. C-2-2. 2S-T6-17 (Denny). Built 1891 as *Scot* (Union Line). 1905 became *Oceana* ("Hapag") (*q.v.*). 1910 sold to American owners and ran New York-Bermuda. 1916 purchased by Cia Trasatlantica. 1920 (or earlier) F/V Bilbao, etc.-New York. 1927 scrapped in Italy.
14. (1920) *Reina Maria Cristina*  
4,381. 409×48. C-1-4. S-T3-15 (Denny). (I-248; II-52; III-42). Built 1888 for Cia Trasatlantica. 1920 (or earlier) F/V Barcelona-Cadiz-New York, etc. 1931 scrapped. (*N.B.* Latterly masts were reduced to two).
15. 1923 *Manuel Arnus*  
7,538. 435×56. I-2-C. 2S-ST(DR)-14 (Soc. Española (Cadiz) ). 1938 interned at Vera Cruz; subsequently sold by Mexico to U.S.A. 1946 (24/10) sunk during aerial bombardment practice in the Pacific.
16. 1923 *Cristobal Colon*  
10,833. 499×61. 1-2-C. 2S-ST(SR)-16 (Soc. Española (Ferrol) ). 1936 (24/10) wrecked near Bermuda.
17. 1923 *Alfonso XIII*  
(1931) *Habana*  
10,551. 480×61. 1-2-C. 2S-ST(SR)-16 (Soc. Española (Bilbao) ). 1940 resumed sailings to New York.

18. 1928 *Juan Sebastian Elcano*  
9,964. 460×56. 1-2-C. 2S-ST(SR)-16 (Soc. Española (Bilbao) ). (I-155; II-82; III-350). 1939 seized by Russia in the Black Sea.
  19. 1928 *Magallanes*  
9,689. Ditto. (Soc. Española (Cadiz) ). 1940 resumed sailings to New York. 1953 transferred to Bilbao-Havana-Vera Cruz-New Orleans service. 1954 laid up prior to renovation.
  20. 1928 *Marques de Comillas*  
9,960. 464×56. 1-2-C. 2S-ST(SR)-16 (Soc. Española (Ferrol) ). 1939 (autumn) resumed sailings to New York. 1953 transferred to Bilbao-Havana-Vera Cruz-New Orleans service.
  21. 1953 *Guadalupe\** (M/S)  
10,226. 464×62. 1-1-C. S-2SC.SA-17 (Soc. Española (Bilbao) ). (I-105; tourist 244). Launched as *Monasterio de Guadalupe*. 1953 (21/3) M/V Bilbao-Santander-Gijón-Vigo-Lisbon-New York-Havana-Vera Cruz.
  22. 1953 *Covadonga\** (M/S)  
10,226. Ditto. (Euskalduna (Bilbao) ). (I-105; tourist 244). Launched as *Monasterio de la Rabida*. 1953 (27/8) M/V Bilbao-Santander-Gijón-Vigo-Lisbon-New York-Havana-Vera Cruz.
- \* Still in North Atlantic service.

FUNNEL: Black.

FLAG: Blue; large white ball.

## Chapter 125

1901-24

### "LA VELOCE" NAVIGAZIONE ITALIANA (ITALIAN)

THE well-known "LA VELOCE" Company can be traced back to the year 1864, when Captain Giovanbattista Lavarello opened an office in Genoa and placed an order for the 377 ton steamer *Buenos Aires*. Until 1901 the history of this parent concern and its offspring relates almost entirely to the South American trade and strictly speaking, therefore, is not eligible for inclusion in these pages. It is of sufficient importance, however, to merit a short description.

The *Montevideo* and *Liguria* were added to Captain Lavarello's fleet in 1867, followed three years later by the 832 ton *Aquila* and the 1,865 ton *Espresso*. The firm of G. B. Lavarello & Co. was formed at this time, and an increase of capital enabled orders to be placed in the United Kingdom for the 2,000 ton *Nord America*, *Europa* and *Sud America*, all of which were commissioned in 1873. The *Montevideo* was lost in the Pacific Ocean a year later.

Captain Lavarello died in December 1881 and his son, Enrico, took his place on the board. The Lavarello Company was dissolved



on February 28th 1883 and on June 13th of the same year the Company changed its name to LINEA DI NAVIGAZIONE "LA VELOCE". The 5,000 ton *Stirling Castle* was purchased in England almost at once and the unusual procedure was adopted of renaming her *Nord America* but of allowing her to retain the name *Stirling Castle* in addition. The earlier *Nord America* had been wrecked in January 1883. The Company also acquired the 4,000 ton *Matteo Bruzzo*.

On December 30th 1887 a new company, "LA VELOCE" NAVIGAZIONE ITALIANA, was formed in Genoa with a capital of 15 million lire. Its fleet consisted of the *Europa*, *Matteo Bruzzo*, *Napoli* (ex-*Espresso*), *Nord America*, *Sud America*, *Vittoria*, *Duchessa di Genova* and *Duca di Galliero*. The last three were of over 4,000 tons and had recently been purchased second-hand. The *Sud America* was lost in collision in the following year, the *Napoli* wrecked in 1893 and the *Vittoria* destroyed by fire at the close of the century, but in the meanwhile the Company had acquired the *Las Palmas*, *Città di Genova*, *Montevideo* and *Rio de Janeiro* from Captain Lavarello's heirs. In addition, the *Centro America*, *Città di Milano* and *Città di Torino* were completed in 1897-98 for a new service to Central America. The acquisition of the *Venezuela* and *Savoia* soon afterwards brought up the strength of the fleet to 16 ships.

The Company's first experience of the North Atlantic trade took place on March 17th 1901, when they decided to despatch the *Duchessa di Genova* from Naples to New York.<sup>1</sup> The success of the experiment is evident from the fact that she embarked some 1,300 emigrants. On June 6th of the same year the Navigazione Generale Italiana acquired the majority of "La Veloce's" share capital, an important reason for this move being, as likely as not, the fear that "La Veloce" would become a serious competitor in the North Atlantic trade. One result of the acquisition was that the two companies started a joint service between Genoa, Naples and New York, "La Veloce" ships taking part being the *Duchessa di Genova* and *Nord America*. The former was withdrawn after three or four North Atlantic voyages. The *Città di Milano* was substituted, and the *Città di Napoli* and *Città di Torino* added a year or two later, the former having been built as long previously as 1872 as the *White Star Line Republic*.

No further changes took place until 1907, when the 8,000 ton twin-screw *Europa* was completed in Italy for the New York service, followed by the 9,000 ton *America* and *Oceania* in 1909, thereby enabling the *Città di Napoli* to be sold and the other ships transferred to new duties. The *Nord America* was wrecked in 1910.

The 5,000 ton *Italia*, *Argentina* and *Brasile* had been completed for the South American service in 1905-06. The *Brasile* was sold in 1913, and the *Italia*, together with the New York service *America*, transferred to the N.G.I. in exchange for the 8,000 ton *Duca di Genova* and the 5,000 ton *Umbria*. The latter was soon passed on

(1) *Il Mattino* (Naples), 18/3/1901.

to "Italia", which handed over the *Bologna* and *Siena* in return. At about the same time the *Oceania* was renamed *Stampalia*. She and her consort, the *Europa*, were responsible henceforth for "La Veloce's" share of the joint New York service, other participants being the Lloyd Italiano and "Italia" in addition to the N.G.I.

The *Siena*, *Stampalia* (ex-*Oceania*) and *Duca di Genova* were lost during World War I so that by the time of the Armistice the only ships remaining in the Company's fleet were the *Bologna*, *Europa* and *Savoia*. The last-named was scrapped in 1922 when, in exchange for the *Europa*, the N.G.I. handed over the *Caserta*, which was renamed *Venezuela*. This, in effect, marked the end of the Company's North Atlantic service, and it nearly marked the end of its career, as on September 21st 1924 "La Veloce" was dissolved and absorbed by the N.G.I. The only ships that remained to be taken over were the *Bologna* and *Venezuela*, plus a wartime standard cargo steamer, the *Vittoria Veneto*.

1. (1901) *Duchessa di Genova*  
4,304. 400 × 44. S-2-3. S-T3-14 (R. Napier (Glasgow) ). Built 1884 as *Mexico*. 1887 purchased by La Veloce for S. American service. 1901 (17/3) F/V Genoa-New York. 1901 (15/8) L/V New York-Genoa. 1905 sold for further service.
2. (1901) *Nord America*  
4,920. 419 × 50. S-2-3. I-T3-15 (Elder). Built 1882 as *Stirling Castle* (British). 1883 purchased for S. American service. 1901 F/V Genoa-New York. 1910 (6/12) wrecked near Cape Spartel.
3. (1901-02) *Città di Milano*  
3,848. 364 × 44. S-1-2. S-T3-12 (Odero (Sestri Ponente) ). Built 1898 for Central American service. 1901-02 F/V Genoa-New York. 1914 became *Albania* (Sitmar).
4. (1902-03) *Città di Napoli*  
4,020. 420 × 41. S-1-4. I-S-T4-14 (Harland & Wolff). Built 1872 as *Republic* (White Star) (*q.v.*). 1889 became *Maasdam* (Holland America) (*q.v.*). 1902 *Vittoria* (Italian). 1902-03 F/V Genoa-New York. 1909 sold; 1910 scrapped.
5. (1903-04) *Città di Torino*  
3,836. 363 × 44. S-1-2. S-T3-12 (Odero (Sestri Ponente) ). Built 1898 for Central American service. 1903-04 F/V Genoa-New York. 1914 became *Costantinopoli* (Sitmar).
6. 1907 *Europa*  
7,870. 455 × 53. 2-2. 2S-T6-16 (Siciliani (Palermo) ). 1907 (May) M/V Genoa-New York. 1922 transferred to N.G.I. 1928 scrapped.
7. 1909 *America*  
8,996. 506 × 56. 2-2. 2S-T6-16 (Nav. Riuniti (Muggiano) ). (I-100; III-2,400). 1909 (20/5) M/V Genoa-New York. 1913 transferred to N.G.I. 1928 scrapped.
8. 1909 *Oceania*  
(1913) *Stampalia*  
8,999. 477 × 56. 2-2. 2S-T6-16 (Nav. Riuniti (Spezia) ). (I-100; III-2,400). 1909 (1/12) M/V Genoa-New York. 1916 (18/8) torpedoed.

FUNNEL: Yellow with red star.

FLAG: White with red cross; St. George on horseback and the dragon in green in top corner near hoist.

(NOTE: At one time the funnel was black with a red star.)



## Chapter 126

1903

## CANADIAN PACIFIC

1903. Canadian Pacific Railway Company

1915. Canadian Pacific Ocean Services Limited

1921. Canadian Pacific Steamships Limited

(BRITISH)

THE names "Canada" and "Canadian Pacific" are now so nearly synonymous that one is apt to forget that it was not until 1873 that Sir Hugh Allan, the founder of the Allan Line, was made president of a company formed to undertake the construction of the Canadian Pacific Railway.<sup>1</sup> Owing to financial and other difficulties several years passed before the scheme got under way, and then only with substantial assistance from the Canadian Government. The 2,900 miles of transcontinental line from Montreal to Vancouver were opened throughout in 1887.

A year previously, in 1886, the Canadian Pacific chartered the 800 ton sailing ship *W. B. Flint*, for an experimental voyage from Yokohama to Vancouver. The trip took about a month, a satisfactory volume of cargo was carried and the results allayed the misgivings of those who had doubted the wisdom of the move. The result was that in 1887 the Company chartered the ex-Cunarders *Abyssinia*, *Parthia* and *Batavia* for a regular service between Vancouver, Yokohama, Shanghai and Hong Kong, which met with such success that the *Aberdeen*, *Danube* and *Albany* joined them in 1888.

In July 1889 the Company was awarded a mail contract, valued at £60,000 a year, for a monthly service across the Pacific, one of the conditions being that three 18 knot steamers should be built before the subsidy became operative. The new ships, the 6,000 ton *Empress of India*, *Empress of Japan* and *Empress of China* were placed in service in 1891, thereby enabling the chartered steamers to be withdrawn.

In point of fact, the transpacific contract was only part of a much wider scheme to provide a through link from England by steamers capable of crossing from Plymouth to St. John, N.B. or Halifax in not more than five days.<sup>2</sup> It had been stated early in 1889 that the Canadian Pacific had been awarded a subsidy of £110,000 a year for a fortnightly North Atlantic service. Nothing came of this, but in July 1889 it was reported that "Messrs Anderson, the managers of the Orient Line of steamers to Australia have entered into a contract with the Canadian Government to provide a weekly service of express steamers between England and Canada."<sup>3</sup> It became known

(1) *The Times*, 3/2/73.

(2) *The Times*, 23/1/91.

(3) *The Times*, 1/7/89.

later that the abandonment of the scheme was due to the retirement of two leading members of the Canadian Pacific Railway from the board of directors after the contract had actually been signed.

During the next ten or 12 years there were many rumours that the Canadian Pacific was on the point of starting a North Atlantic service, but it was not until 1902 that matters came to a head. It was reported in July of that year: "At the request of the Canadian ministers now in London, the Canadian Pacific Railway Company to-day telegraphed an offer to establish and work a weekly fast passenger service composed of four steamers of modern equipment, with a speed of 20 knots, between Quebec and Liverpool in the summer, and between Halifax and Liverpool in the winter, together with a freight service comprising ten or 11 steamers of a good speed."<sup>1</sup>

It was announced in March 1903 that the Canadian Pacific had purchased the Canadian interests of Elder Dempster & Co. Ltd., who had been engaged in the Canadian trade since the early 1890's and had acquired the Beaver Line in 1899. The purchase price was £1,417,500 and included the following 14 units of the Elder Dempster fleet: *Lake Champlain*, *Lake Erie*, *Lake Manitoba* and *Lake Michigan* (twin-screw passenger and cargo steamers); *Monteagle*, *Montfort*, *Montreal*, *Montezuma* and *Mount Temple* (twin-screw); *Mount Royal*, *Montrose*, *Montcalm*, *Monterey* and *Milwaukee* (single-screw). A fifteenth ship, the *Monmouth*, was acquired about a month later.<sup>2</sup> Elder Dempster's retired from the United Kingdom-Canada trade, but retained a few of the steamers that had previously been employed therein.

The four "*Lake*" steamers averaged about 8,500 tons and carried three classes of passengers. They continued as before to maintain a weekly service between Liverpool, Quebec and Montreal during the summer and between Liverpool and St. John, N.B. in winter with the assistance of one of the "M's"—usually the *Mount Temple*. Three older and smaller "*Lakes*"—the *Lake Ontario*, *Lake Megantic* and *Lake Simcoe*—had been retained in the Elder Dempster fleet, but the *Lake Simcoe* made one voyage under charter to the Canadian Pacific in August 1903. She was scrapped soon afterwards. The remaining "M" steamers ran between Liverpool, Avonmouth or London and Canada. The *Monterey*, en route from Montreal to Liverpool and Avonmouth, stranded on Miquelon Island in July 1903 and became a total loss.

The Canadian Pacific derived many advantages from entering the North Atlantic trade, one of the most important being that they obtained control of all three sections—Atlantic, rail and Pacific, of "All Red" overland routes from Europe to Japan, China and Australasia. In the latter connection the Canadian Pacific held an interest in the Canadian-Australasian Line between Vancouver, New Zealand and Australia. To use the slogans adopted at a later date, they became

(1) *The Times*, 25/7/02.

(2) *The Times*, 17/4/03.



"the world's greatest transportation system", and their services "bridged two oceans and linked four continents".

It was anticipated in some quarters that the Canadian Pacific would take immediate steps to challenge the Allan Line's supremacy in the United Kingdom-Canada trade. Instead, their first move, during the spring of 1904, was to arrange for the steamers of the London-Canada service to call at Antwerp to load cargo and embark continental emigrants. Amongst the steamers so employed were the *Montrose*, *Montreal*, *Mount Temple* and *Montfort*.

The Company placed orders in December 1904 for two large express steamers. The first, the *Empress of Britain*, was launched in November 1905 and left Liverpool in May 1906 on her maiden voyage to Quebec. The *Empress of Ireland* followed a few weeks later. They were twin-screw steamers of 14,000 tons propelled by quadruple-expansion engines, and had a speed in excess of 20 knots. They were easily the largest steamers in the Canadian trade and soon proved themselves to be the fastest. In August 1906 the *Empress of Britain* steamed from Father Point, near Quebec, to Liverpool in 5 days 12¼ hours; a few days previously the *Empress of Ireland* had proceeded from Moville to Rimouski in 5 days 10½ hours. For the next three years one of the "*Empresses*" normally sailed every fortnight from Liverpool, intervening sailings being taken by the *Lake Champlain*, *Lake Erie* and *Lake Manitoba*. The *Lake Michigan* was transferred to the London-Antwerp-Canada service. In winter the Liverpool steamers introduced an intermediate call at Halifax *en route* to St. John, N.B.

It was decided in 1910 that the two "*Empresses*" and two of the "*Lakes*" were sufficient to maintain a weekly service, and the *Lake Erie* was accordingly chartered to the Allan Line. This move, coupled with the fact that the Allan Line had appointed the Canadian Pacific as sub-contractors to their mail contract owing to their shortage of fast steamers, gave rise to rumours of the forthcoming amalgamation of the two lines.<sup>1</sup> The rumours were promptly denied, but were by no means the last of their kind.

In 1913 the Company started a passenger and freight service between Trieste and Canada with the *Lake Erie* and *Lake Champlain*, which were renamed *Tyrolia* and *Ruthenia* respectively. The Unione Austriaca immediately retaliated by diverting two of their Adriatic-New York steamers to the Canadian trade. This was to be expected, and far more serious were certain unfounded accusations that the Canadian Pacific were involved in illegal practices. The matter was resolved by the outbreak of World War I, and the consequent withdrawal of the service.

The 17,000 ton *Empress of Russia* and *Empress of Asia* were completed for the transpacific service in 1913, on which they joined the *Empress of Japan*, *Empress of India* and *Monteagle*, the last-named having been transferred from the North Atlantic in 1906. The *Empress of China* was wrecked in 1911.

(<sup>1</sup>) *The Times*, 11/2/10.

May 28th 1914 was one of the blackest days in the Canadian Pacific's career. The *Empress of Ireland* collided with the Norwegian steamer *Storstad* during a dense fog in the St. Lawrence and sank with the appalling loss of over 1,000 lives. In fairness to the Company it should be added that the finding of the court of enquiry was that the entire blame lay with the Norwegian ship.

The 12,500 ton twin-screw *Missanabie* sailed on her maiden voyage from Liverpool to Canada in October 1914. She had accommodation for 520 "one class cabin (2nd class)" passengers and over 1,000 third class. It has been said that she was the first large "cabin" steamer to be built for North Atlantic service, but in fact several other ships had prior claims to this distinction. A sister ship, the *Metagama*, joined her early in 1915. Soon afterwards the shortened description "cabin class" was introduced.

The outbreak of World War I in August 1914 was responsible for many changes in the Canadian Pacific fleet, including the purchase by the Admiralty of the *Tyrolia*, *Ruthenia*, *Montcalm*, *Montrose*, *Mount Royal* and *Montezuma*. The *Montrose* and *Montreal* only just avoided capture by the Germans when they entered Antwerp. The former did not long survive her escape as she was wrecked on the Goodwin Sands in December 1914.

Further rumours of the forthcoming fusion of the Canadian Pacific and Allan Lines continued to circulate and there were definite indications that they had good foundation. For instance, joint victualling and maintenance departments had been formed in Liverpool in 1913. When finally it was announced that the Canadian Pacific had taken over the Allan Line, the war was responsible for the event passing almost unnoticed. A necessary preliminary was the formation in 1915 of a new concern, CANADIAN PACIFIC OCEAN SERVICES LIMITED, to undertake the management of the combined fleets. The fusion was completed on July 16th 1917, when the "C.P.O.S." took over "the management, control and general operation of the Allan Line steamers, together with the head and branch offices."<sup>1</sup>

The combined fleet—including seven ships building and five employed on the Pacific—consisted of 39 ships totalling about 400,000 tons. The Allan Line contribution was 15 ships, including the 18,000 ton *Alsatian* and *Calgarian*, which were then the largest ships built for the Canadian trade. Seven others exceeded 10,000 tons.

The only loss suffered by the Canadian Pacific up to the time of the merger was the *Mount Temple*, which was destroyed by the German raider *Moewe* in 1916. The Allan *Carthaginian* was mined in June 1917, just before the merger was completed, and four months later the *Ionian* was torpedoed. So far the Company had escaped relatively lightly, but their good fortune did not continue and no fewer than six steamers, including the *Calgarian*, *Lake Michigan* and *Missanabie*, were torpedoed in 1918, two were wrecked—one of them, the *Corinthian*, a month after the Armistice—and the *Lake*

(<sup>1</sup>) *Liverpool Journal of Commerce*, 17/7/17.



*Manitoba* was badly damaged by fire at Montreal, and although subsequently replaced in service was sold in 1919.

The Company acquired ten cargo steamers, most of them second hand, during the war years and two were lost. In addition two wartime cargo ships were acquired after the Armistice. The majority were renamed with names beginning with "M".

Early in 1918 an improved version of the *Metagama*, the 13,950 ton *Melita*, joined the fleet and a sister ship, the *Minnedosa*, started her maiden voyage in December 1918. The newcomers had triple instead of twin screws, and were propelled by a combination of turbine and reciprocating engines.

The Company's North Atlantic fleet at the time of the Armistice consisted of 26 ships, including the 18,000 ton *Alsatian*, the 14,000 ton *Empress of Britain* and ten others of over 10,000 tons—the *Minnedosa*, *Melita*, *Metagama*, *Victorian*, *Virginian*, *Corsican*, *Grampian*, *Scandinavian*, *Scotian* and *Tunisian*. The *Alsatian* and *Empress of Britain*, in particular, had had exciting wartime careers. The former became flagship of the 10th Cruiser Squadron and was one of the most successful of the auxiliary cruisers. During the course of the war she steamed some 300,000 miles. The *Empress of Britain* served for a time as an auxiliary cruiser. Later she became a transport, and after a spell of duty to the Dardanelles was extensively engaged in carrying Canadian and American troops to France. Other duties took her as far afield as South Africa and India.

Soon after the Armistice, skeleton services were started from Liverpool, Glasgow, London and Avonmouth to St. John, N.B. By the beginning of 1919 the *Minnedosa*, *Melita*, *Metagama*, *Corsican*, *Grampian*, *Scandinavian*, *Scotian* and *Tunisian* were all available for the Liverpool service and in theory sailed bi-weekly. For a time, however, port congestion and delays made it necessary for each steamer to be allowed five weeks instead of four from the start of one round voyage to the next. The *Empress of Britain* made one round voyage from Liverpool to St. John, N.B., after which she was withdrawn for extensive overhaul. The *Alsatian* was renamed *Empress of France* and resumed sailings from Liverpool to Quebec (she was too large to proceed to Montreal) in the autumn of 1919.

The Glasgow, London and Avonmouth services were carried on by cargo steamers during the first half of 1919, but the *Sicilian* sailed from Avonmouth to Quebec and Montreal in August 1919, followed by the *Pretorian* in September. After each had made one more voyage they were transferred to Glasgow, and subsequent sailings from Avonmouth were undertaken by cargo steamers. One of these was the 4,300 ton *Sardinian*, which had been built for the Allan Line in 1875 and was no longer considered suitable as a passenger liner. She ran as a cargo steamer until the spring of 1920, when she was sold to Spain to become a hulk at Vigo.

Passenger sailings between Glasgow, Quebec and Montreal were resumed during the summer of 1919 by the *Corsican* and *Scotian*,

which were replaced by the *Pretorian* and *Sicilian* during the autumn. At a later date the *Sicilian* was transferred to a new service from Canada to the West Indies. The *Pretorian* was withdrawn from service early in 1922 and after being laid up for over three years was sold to the shipbreakers.

The *Scotian* and *Tunisian* augmented the cargo steamers on the London-Canada route during the summer of 1919, but in the autumn inaugurated a new passenger service from Antwerp and Southampton to Canada. There were occasional passenger sailings from London and Havre to Canada until 1921, when the service became a purely freight one.

During the early part of 1920 Liverpool sailings were taken by the *Empress of France*, *Melita*, *Minnedosa*, *Metagama*, *Corsican* and *Scandinavian*. Within a few months the two last-named were replaced by the *Victorian* and the 17,000 ton ex-German *Prinz Friedrich Wilhelm*. In August 1920 the *Empress of France* made a record passage of 5 days 20 hours 6 minutes from Liverpool to Quebec at an average speed of 18.8 knots. A week later the *Empress of Britain* rejoined the service after a thorough refit and conversion to burn oil fuel. A year later she too created a record by completing a round voyage between Liverpool and Quebec in 15 days 9½ hours.

A new company, CANADIAN PACIFIC STEAMSHIPS LIMITED, was formed in September 1921 to take the place of the "C.P.O.S." A noticeable result was the substitution of buff funnels for buff ones with black tops.

The 16,400 ton *Montcalm* (III) left Liverpool in January 1922 on her maiden voyage to St. John, N.B. She had accommodation for cabin and third class passengers, and was propelled by double reduction geared turbines driving twin screws. During her inaugural run from the Clyde to Liverpool she maintained an average speed of over 17½ knots. Two sister ships, the *Montrose* and *Montclare*, joined her later in the year.

After running for more than a year under Cunard management, the ex-German *Kaiserin Auguste Victoria* was purchased by the Canadian Pacific in May 1921. She underwent a major overhaul, during the course of which she was converted to oil, her tonnage was increased to 25,000 and she was renamed *Empress of Scotland*. She sailed from Southampton in January 1922 for New York, whence she proceeded on a cruise to the Mediterranean. At its conclusion she returned to Southampton and with the *Empress of France* inaugurated a new express service from Southampton via Cherbourg to Quebec. Homeward-bound the latter continued from Southampton to Hamburg, and for many years subsequently both ships made Hamburg their European terminal. The *Melita* and *Minnedosa* were transferred at this time to the Antwerp-Southampton-Quebec-Montreal service, sailing on alternate weeks with the "Emperresses".

During the summer of 1922 the Liverpool fleet consisted of the *Montcalm*, *Montrose*, *Montclare*, *Victorian*, *Empress of Britain*



and *Empress of India*. The last-named was originally the *Prinz Friedrich Wilhelm*, and had been purchased from the Shipping Controller. The *Metagama*, *Tunisian*, *Corsican* and *Scotian* took care of the Glasgow service.

Two further ex-German ships were acquired by the Company. One, the 8,800 ton *König Friedrich August*, was placed in service as the *Montreal* (II). With her an unsuccessful attempt was made to revive the Trieste-Canada emigrant service. She subsequently made a few voyages between Liverpool or Glasgow and Canada. The other, the 22,000 ton *Tirpitz*, was renamed *Empress of Australia* and despatched to Vancouver in June 1922, to enter the Company's transpacific service. The British-built *Empress of Canada* of 21,500 tons also entered the latter service in 1922, and soon gained the "Blue Riband of the Pacific". She made two or three North Atlantic voyages in 1929 after a brief return to the Clyde for overhaul.

It was announced in November 1922 that the *Empress of India* had been converted to a cabin steamer and renamed *Montlaurier*, and that the *Victorian*, *Corsican*, *Tunisian* and *Scotian*, which were already cabin steamers, had been renamed *Marloch*, *Marvale*, *Marburn* and *Marglen* respectively. The *Marvale* was wrecked near Cape Race in May 1923. The *Scandinavian*, *Grampian* and *Pretorian* retained their names—a sure indication that they were due for retirement. One other ex-Allan steamer, the *Victorian's* sister ship *Virginian*, requires mention. She was not employed by the Canadian Pacific on the North Atlantic and was sold in 1920 to the Swedish American Line.

One of the wartime cargo steamers acquired by the Company was the *Montcalm* (II), which in 1921 was renamed *Bolingbroke* in order to make way for the new passenger liner *Montcalm*. During the next year or two the other cargo steamers were renamed with names starting with "B", and two were renamed twice to avoid confusion with other ships. In addition, the *Monteagle* and *Sicilian* were no longer considered suitable as passenger carriers. The latter was renamed *Bruton*. It was intended that the former should be renamed *Belton*, but instead she was laid up off Southend Pier for many months and finally sold to the shipbreakers.

The Company was finding it more and more difficult to provide profitable employment for their largest ships during the winter, and in January 1923 the *Empress of Scotland* set out on her second cruise from New York to the Mediterranean, while the *Empress of France* was chartered for a world cruise. In subsequent years one of the "Emperesses" invariably made a world cruise under the Company's own management.

The *Empress of Britain* was temporarily transferred to Southampton in 1923 whilst the *Empress of France* was being converted to burn oil. The former returned to Liverpool early in 1924 to become the cabin steamer *Montroyal*. The beneficial results of the *Empress of France's* conversion became apparent in July 1924 when she

steamed from Southampton to Quebec in the record time of 5 days 8 hours 51 minutes at an average of 20·49 knots.

The *Montlaurier* (ex-*Empress of India*, ex-*Prinz Friedrich Wilhelm*) underwent further changes of name in 1925 to *Monteith* and *Montnairn*. A year later the *Montnairn* and *Metagama* were the only ships making Glasgow their terminal, but there was no reduction of passenger facilities on this route as two of the Liverpool steamers sailed via Greenock. A further switch took place in 1927, when the *Melita* and *Minnedosa* were transferred to Glasgow. Two years previously their accommodation had been extensively improved, their tonnage increased to 15,200 and their boilers fitted with superheaters. The *Montnairn* and *Montroyal* took their places on the Antwerp-Southampton-Cherbourg-Quebec route.

The *Empress of Australia* was not an unqualified success on the Pacific as her speed did not greatly exceed 16 knots. She was despatched to the Clyde early in 1926, and fitted with single-reduction geared turbines in place of the high speed set connected to her twin screws by hydraulic transformers. After recording an average speed of 20·3 knots over the measured mile she sailed from Southampton and Cherbourg to Quebec in June 1927. Thereafter she was permanently attached to the channel service, and on her second voyage numbered the Prince of Wales and Prime Minister Baldwin amongst her passengers.

The 10,000 ton cargo steamer *Beaverburn* was placed in service in December 1927, and was followed by four sister ships, all being employed in the London-Canada trade. An unusual feature at that time was that accommodation for both officers and crew was provided in the amidships superstructure. The introduction of these ships enabled all but two of the earlier "B" steamers to be sold.

Hard on the heels of the "Beavers" came the *Duchess of Atholl*, *Duchess of Bedford*, *Duchess of Richmond* and *Duchess of York*, each of which had a tonnage of 20,000, a service speed of 17 knots and accommodation for 1,600 cabin, tourist third cabin and third class passengers. They were a tremendous advance on any cabin steamers yet built for the Canadian trade, an interesting feature being the provision of hot and cold running water in all cabins of all classes. They were the first ships in the fleet to be designed with tourist third cabin accommodation (shortly afterwards renamed "tourist class"), although for two years previously most of the other ships had been converted to cater for this new form of travel. The *Marglen*, *Marloch*, *Marburn*, *Montnairn*, *Montroyal* and *Montreal* were sold between 1927 and 1930.

The "Duchesses" were detailed to the Liverpool service, but as a rule alternate sailings were made via Greenock. The *Montcalm*, *Montclare* and *Montrose* were transferred to Southampton, the opportunity being taken to convert their double-reduction geared turbines to single-reduction.

The post-war recovery of the German lines, the fall in Canadian



emigration from Central Europe and the world-wide trade depression had a serious effect on passenger and freight business originating in Germany for the Hamburg-Southampton-Cherbourg-Quebec service, and in consequence the Hamburg extension was discontinued in 1930.

When it was decided to transfer the *Empress of Australia* from the Pacific to the Atlantic the intention was to build a larger ship to take her place. Some time elapsed before the Company were able to complete their plans, but the 26,000 ton *Empress of Japan* was laid down in due course. Her maiden voyage took place on the North Atlantic as, in June 1930, she sailed from Liverpool to Quebec before proceeding to Vancouver to take up her Pacific station. She had no difficulty in winning the "Blue Riband of the Pacific".

The time was also ripe to replace one of the Atlantic "*Empresses*" as the *Empress of Scotland* was nearing the end of her career. After much consideration the Company placed an order for the 42,300 ton *Empress of Britain* (II), which left Southampton in May 1931 on her maiden voyage to Cherbourg and Quebec. At the time she was the largest liner to be built in Britain since the *Britannic* (1915), and was by far the largest ever built for the Canadian trade. She was readily distinguishable by her white hull and three huge buff funnels, the aftermost of which was a dummy. Her propelling machinery consisted of single-reduction geared turbines driving quadruple screws and gave her a service speed of about 24 knots. She was designed to undertake an annual world cruise. For this reason the outer propellers were detachable, her speed as a twin-screw ship being about 18 knots, which was ample for cruising purposes.

The *Empress of Scotland* had made her last voyage during the autumn of 1930. It was intended that the "*Australia*" and "*France*" should be jointly responsible with the "*Britain*" for maintaining a weekly express service until a sister ship of the latter could be built. The world depression, however, caused the abandonment of further building and the laying up of the *Empress of France* in the autumn of 1931. The *Empress of Britain's* high speed enabled her to sail from Southampton once a fortnight. Much of her course lay in the sheltered waters of the St. Lawrence and this, combined with an appreciable saving in time, enabled her to capture a large volume of Chicago and other mid-western traffic from the New York lines. Her best passage was made in August 1934, when she steamed from Father Point to Cherbourg in 4 days 6 hours 58 minutes at an average speed of 25.08 knots.

In December 1931 the Company resumed a winter call at Halifax en route to St. John, N.B., after this had been in abeyance since the Armistice. The continued trade depression made it necessary for the Company to seek new outlets. In addition to the "*Britain's*" world cruise the "*Australia*" and one or two of the "*Duchesses*" took part in some shorter cruises and one or more of the "*Monts*" were regularly employed on £1 a day cruises during the summer.

The "*Duchesses*" usually proceeded on alternate weeks via Greenock. There was no reason why they should not make this detour every week, and the *Melita* and *Minnedosa* were accordingly sold to Italy. The *Empress of France* and *Metagama* had been scrapped a year previously, and the Company's North Atlantic fleet was thus reduced to nine passenger ships—two "*Empresses*", four "*Duchesses*" and three "*Monts*"—plus the five "*Beaver*" cargo steamers.

In the spring of 1939 the Royal Family made their highly successful tour of Canada. They travelled on the *Empress of Australia* outwards, and on the *Empress of Britain* homewards.

All three "*Monts*" were taken up by the Admiralty as armed merchant cruisers soon after the outbreak of World War II, the *Forfar* (ex-*Montrose*) being sunk by a U-boat in the following year. The two survivors were purchased by the Admiralty in 1942. The remainder of the Company's fleet performed yeoman service during the war and steamed over 3,000,000 miles. Nearly 1,000,000 tons of cargo and over 1,000,000 military and civilian personnel were carried. The fleet suffered very severely. The most grievous loss was the *Empress of Britain*, which was bombed in October 1940 when nearing home from Egypt and the Cape, and was sunk by a German submarine two days later during an attempt to tow her to port. Four of the "*Beavers*" were lost in 1940-41, the *Duchess of Atholl* in 1942, the *Duchess of York* in 1943 and the fifth "*Beaver*", the *Beaverhill*, was wrecked near St. John, N.B., in December 1944. Three years previously she had been fitted with accommodation for 138 passengers.

The *Beaverford* came to a glorious end in November 1940 as a member of the convoy led by the *Jervis Bay*. As soon as the latter had succumbed to the gunfire of the heavily-armed German pocket battleship, the *Beaverford* proceeded to engage the enemy, and by superb seamanship made a running fight lasting five hours, during which the other ships in the convoy were able to scatter. In the end she received the *coup de grace* from an enemy shell, and blew up in a sheet of flames. There were no survivors.

The transpacific *Empress of Canada* and *Empress of Asia* were destroyed by enemy action in 1942-43, and the *Empress of Russia* was burnt out when refitting after the war. The *Empress of Japan* was hastily renamed *Empress of Scotland* (II) when Japan entered the war, and during the course of her subsequent duties steamed 600,000 miles, making three complete voyages round the world in addition to many to Canada, the Middle East and Far East.

The only survivors of the North Atlantic and transpacific fleets were the *Empress of Scotland*, *Empress of Australia*, *Duchess of Bedford* and *Duchess of Richmond*, all of which spent many months during the immediate post-war period on further transport duties. In fact, the *Empress of Australia* was retained as a troopship until sold to the shipbreakers in 1952. In the meanwhile the Company had obtained permission to build four cargo steamers to replace



the "Beavers", and the first of the new ships, the *Beaverdell*, was commissioned in 1946. Turbo-electric ships of 10,000 tons with a speed of 16 knots, they were detailed to a weekly cargo service between London and Canada. They introduced a new funnel scheme, namely, a replica of the Company's red and white check houseflag superimposed on the normal buff funnel.

The 10,000 ton *Beaverburn* (II) and *Beaverford* (II) and the 9,000 ton *Beaverbrae* (II) were purchased in 1947. The first two carry 12 passengers, and the last-named, originally the Hamburg American *Huascaran*, over 700 emigrants. She subsequently carried many thousands of displaced persons from Bremen to Canada.

The *Duchess of Richmond* returned to the Clyde in May 1946 for reconditioning, during the course of which her passenger accommodation was completely remodelled. Alterations to her engines increased her speed to 20 knots. She inaugurated the Company's post-war passenger services in July 1947, when, renamed *Empress of Canada*, she sailed from Liverpool to Quebec and Montreal. The *Duchess of Bedford* received similar treatment and resumed service in September 1948 as the *Empress of France*. The original intention was to name her *Empress of India*, but the change in India's status at this time caused a revision. A few days previously the "Canada" steamed from the Bar Light Vessel, Liverpool, to Father Point in 5 days 9 hours 42 minutes, which was a record for the Liverpool-St. Lawrence route.

After being released from Government service in May 1948 the *Empress of Scotland* spent nearly two years undergoing an extensive reconditioning to enable her to enter the North Atlantic trade instead of, as before the war, the transpacific. She sailed from Liverpool to Quebec via Greenock in May 1950, and on her second homeward voyage broke the record for the St. Lawrence-Clyde crossing by seven hours. In November 1951, H.R.H. Princess Elizabeth (as she then was) and the Duke of Edinburgh travelled homewards on her from Newfoundland. The *Empress of Scotland*'s masts were too tall to allow her to proceed beyond Quebec, but early in 1952 they were shortened and she put in her first appearance at Montreal in May of that year.

During the summer of 1952 the *Beavercove* and *Beaverdell* were renamed *Maplecove* and *Mapledell*, and after proceeding to Vancouver via the Panama Canal were placed in service between Vancouver and Hong Kong. They have since re-entered the North Atlantic trade. Other events in 1952 were the purchase of the Shaw Savill *Zealandic*, which was renamed *Beaverlodge*, and the sale of the *Empress of Australia* to the shipbreakers. The ex-*Montcalm*, then an Admiralty depot-ship, was also scrapped.

An order was placed on the Clyde in November 1952 for a 22,500 ton liner intended eventually to replace one of the "Emperesses". By an unfortunate coincidence the *Empress of Canada* was burnt out at her berth in the Gladstone Dock, Liverpool, two months later. She heeled over and sank, and it was not until March

1954 that she was refloated, salvage operations having in the meanwhile cost over £450,000.

In view of heavy transatlantic bookings for the Coronation the Company took prompt steps to find a temporary replacement for the lost ship, and were fortunate in being able to purchase the 19,900 ton *De Grasse* from the French Line. She started her first voyage for her new owners on April 28th 1953 as the *Empress of Australia* (II).

The keel plate of the new *Empress of Britain* (III) was laid in September 1953, and it has since been announced that a second ship of similar type will be built. At the time of writing her name has not been made public, although it is rumoured that it will be *Empress of Wales*. Both ships will have an essentially modern appearance, and will be fitted with Denny-Brown stabilizers to minimise rolling. They are expected to enter service in 1956 and 1957 respectively.

Seldom if ever has it been easier for the uninitiated to distinguish between a company's ships than is the case at present with the Canadian Pacific North Atlantic passenger fleet, as the three ships comprising it have one, two and three funnels respectively. Except for the *Queen Mary*, the *Empress of Scotland* is now the sole remaining three-funnelled steamer on the North Atlantic.

1. (1903) *Montcalm* (I)†  
5,505. 445 × 52. 1-4. S-T3-12 (Palmers). Built 1897 for Elder Dempster. 1914 sold to British Admiralty. 1916 became *Crenella* (tanker). 1917 (26/11) torpedoed off Irish coast; reached port. 1923 became *Rey Alfonso* (Norwegian). 1927 *Anglo-Norse*; later *Polar Chief*. 1940 (approx.) *Empire Chief* (British). 1942 stranded; refloated. 1946 *Polar Chief*. 1952 scrapped at Dalmais.
2. (1903) *Monterey*†  
5,455—details as (1). Built 1898 for Elder Dempster. 1903 (14/7) wrecked on Miquelon Island (0).
3. (1903) *Milwaukee*†  
7,323. 470 × 56. 1-2. S-T3-12 (Swan & Hunter). Built 1897 for Elder Dempster. 1918 (31/8) torpedoed 260 miles S.W. of Fastnet (1).
4. (1903) *Montrose* (I)  
6,278. 445 × 52. 1-4. S-T3-12 (Dixon). Built 1897 for Elder Dempster (I-60; III). 1903 Liverpool or Avonmouth-Canada. 1904 London-Antwerp-Canada. 1914 sold to British Admiralty. 1914 (Dec.) wrecked on Goodwin Sands (0).
5. (1903) *Mount Royal*  
8,039. 470 × 56. 1-4. S-T3-12 (Swan & Hunter). Built 1898 for Elder Dempster (III). 1914 sold to British Admiralty; renamed *Mapleleaf*. 1919 became *Mapleleaf* (Shipping Controller). Later *British Maple*. 1933 (Feb.) scrapped.
6. (1903) *Monteagle*  
6,955. 445 × 52. 1-4. 2S-T6-13 (Palmers). Built 1899 for Elder Dempster (III; later I; II; III). 1906 onwards transpacific service. 1923 laid up in London (was to have been modernised as *Belton* (cargo only), but high costs prevented this). 1924 laid up at Southend. 1926 scrapped at Blyth.
7. (1903) *Montfort*  
7,087—details as (6). Built 1899 for Elder Dempster (III). (Tonnage 5,519 when employed as cargo steamer). 1918 (1/10) torpedoed 170 miles from Bishop's Rock (5).



8. (1903) *Montreal* (I)  
8,644. 469 × 56. 1-4. 2S-T6-13 (Swan & Hunter). Built 1900 for Elder Dempster (III). (Tonnage 6,870 when employed as cargo steamer.) 1918 (Jan.) wrecked in Morecambe Bay (0).
9. (1903) *Montezuma* (I)  
7,345. 485 × 59. 1-4. 2S-T6-13 (Stephen). Built 1899 for Elder Dempster (III). 1914 sold to British Admiralty. 1916 became *Oakleaf* (British). 1917 (25/7) torpedoed.
10. (1903) *Mount Temple*  
8,790—details as (9) (A. Whitworth (Nwc.) ). Built 1901 for Elder Dempster (III). 1903 Liverpool-Canada. 1904 London-Antwerp-Canada. 1907 (Dec.) stranded; refloated. 1916 (6/12) captured and sunk by German raider *Moeve*.
11. (1903) *Lake Erie*  
(1913) *Tyrolia*  
7,550. 446 × 52. 1-4. 2S-T6-13 (B. Curle). (I-100; II-80; III-500). Built 1900 for Elder Dempster. 1903 Liverpool-Canada. 1910 chartered to Allan Line (q.v.). (II-90; III-1,000). 1913 (April) F/V as *Tyrolia* Trieste-Quebec-Montreal. 1914 sold to British Admiralty; became *Aspenleaf* (oiler). 1919 *Prygona* (Anglo-Saxon Petroleum Co.—depot ship). 1925 scrapped.
12. (1903) *Lake Champlain*  
(1913) *Ruthenia*  
7,392—details as (11). (I-100; II-80; III-500). Built 1900 for Elder Dempster. 1903 Liverpool-Canada. (1909 (approx.) II-90; III-1,000). 1913 (20/3) F/V as *Ruthenia* Trieste-Quebec-Montreal. 1914 sold to British Admiralty; renamed *Regina* (became a dummy battleship); later reverted to *Ruthenia*. 1931 (approx.) became *Choran Maru* (Jap). 1949 scrapped.
13. (1903) *Lake Manitoba*  
9,674. 469 × 56. 1-4. 2S-T6-13 (Swan & Hunter). (I-122; II-130; III-500). Built 1901 for Elder Dempster. 1903 Liverpool-Canada. (1909 (approx.) II-150; III-1,000). 1918 (Aug.) scuttled at Montreal after fire; salvaged. 1919 resumed North Atlantic service. 1920 became *Iver Heath* (Canadian). 1924 scrapped.
14. (1903) *Lake Michigan*  
9,240—details as (13). (I-122; II-130; III-500). Laid down for Elder Dempster. 1903 (26/5) F/V Liverpool-Quebec-Montreal. 1904 London-Antwerp-Canada (III increased to 1,500). 1916 (Nov.) sunk by mine off Brest; salvaged. 1918 (16/4) torpedoed by German submarine (1).
15. (1903) *Monmouth*†  
4,078. 375 × 48. 1-2. S-T3-11 (Dixon). Built 1900 for Elder Dempster; purchased a few weeks after Nos. 1-14. 1919 became *Shinzan Maru* (Jap). Later became *Treti Krabolov* (U.S.S.R.).
16. 1906 *Empress of Britain* (I)  
(1924) *Montroyal*  
14,189. 549 × 66. 2-2. 2S-Q8-18 (Fairfield). (I-310; II-350; III-800). 1906 (5/5) M/V Liverpool-Quebec. 1914-18 became auxiliary cruiser; later transport. 1919 (23/3) resumed service Liverpool-St. John, N.B. (1 R/V). 1919 reconditioned and converted to oil fuel. 1922 (autumn) F/V Southampton-Quebec. 1924 renamed (tonnage 15,646); (Cabin 600; III-800). 1924 Liverpool-Quebec. 1927 Antwerp-Southampton-Cherbourg-Quebec. 1929 (7/9) L/V ditto. 1930 scrapped.

17. 1906 *Empress of Ireland*  
14,191—details as (16). (I-310; II-350; III-800). 1906 (23/6) M/V Liverpool-Quebec. 1914 (29/5) collision with Norwegian *Storstad* in St. Lawrence River (1,024).
18. 1914 *Missanabie*  
12,469. 500 × 64. 2-2-C. 2S-Q8-15 (B. Curle). (Cabin 520; III-1,200). 1914 (2/10) M/V Liverpool-Quebec-Montreal. 1918 (9/9) torpedoed 50 miles from Cobh (45).
19. 1915 *Metagama*  
12,420—details as (18). (Cabin 520; III-1,200). 1915 M/V Liverpool-Canada. 1918 (20/11) F/V Liverpool-St. John, N.B. after Armistice. 1922 Glasgow-Canada. 1930 (14/8) L/V(?) Southampton-Quebec-Montreal. 1934 scrapped.
20. (1917) *Sardinian*†  
4,349. 400 × 42. 1-2. I-S-T3-11 (Steele). Built 1875 for Allan Line (I; III). 1919-20 Avonmouth-Canada (cargo only). 1920 sold; became hulk at Vigo.
21. (1917) *Pomeranian*  
4,364. 381 × 44. 1-2. I-S-T3-11 (Earle). Built 1882 as *Grecian Monarch* (Monarch) (*q.v.*). 1887 became *Pomeranian* (Allan) (*q.v.*). 1918 (15/4) torpedoed near Portland Bill (55).
22. (1917) *Corinthian*  
7,333. 430 × 54. 1-2. S-T3-13 (W. Clark). Built 1900 for Allan Line (*q.v.*). 1918 (14/12) wrecked in Bay of Fundy (0).
23. (1917) *Sicilian*  
7,328—details as (22). Built 1899 for Allan Line (*q.v.*). 1918 (17/12) F/V Liverpool-St. John, N.B. after Armistice. 1919 repatriated Belgian refugees; later Avonmouth-Canada. 1920 Glasgow-Canada. 1921 (Dec.) inaugurated Canada-Boston-Nassau-Havana service. 1922 laid up at Falmouth; renamed *Bruton*. 1925 scrapped.
24. (1917) *Pretorian*  
7,654. 437 × 53. 1-2. S-T3-13 (F. Withy). Built 1901 for Allan Line (*q.v.*). 1918 (26/11) F/V Glasgow-St. John, N.B. after Armistice. 1922 (4/2) L/V(?) Glasgow-St. John, N.B. 1922 laid up in the Gareloch. 1925 scrapped.
25. (1917) *Ionian*  
8,268. 470 × 57. 1-4. 2S-T6-14 (W. Clark). Built 1901 for Allan Line (*q.v.*). 1917 (21/10) torpedoed off Milford Haven (7).
26. (1917) *Tunisian*  
(1922) *Marburn*  
10,576. 501 × 59. 1-2. 2S-T6-16 (Stephen). Built 1900 for Allan Line (*q.v.*). 1918 (23/12) F/V Liverpool-St. John, N.B. after Armistice. 1919 (19/9) F/V London-Montreal. 1921 new boilers; (Cabin and III). 1921 Glasgow-Canada. 1922 (17/11) F/V Liverpool-Glasgow-St. John, N.B. as *Marburn*. 1928 (7/4) L/V(?) Southampton-St. John, N.B. 1928 scrapped.
27. (1917) *Victorian*  
(1922) *Marloch*  
10,687. 520 × 60. 1-2. 3S-ST-18 (W. Clark). Built 1905 for Allan Line (*q.v.*). 1920 Liverpool-Canada; 1921 Indian transport service. 1922 new single-reduction geared turbines (Cabin 418; III-566). 1922 (20/12) F/V Glasgow-Liverpool-St. John, N.B. as *Marloch*. 1928 (1/4) L/V(?) Southampton-St. John, N.B. 1929 scrapped.



- ——— *Virginian*  
10,757—details as (27) (Stephen). Built 1905 for Allan Line (*q.v.*). (Not employed by Canadian Pacific on North Atlantic.) 1920 became *Drottningholm* (Swedish American) (*q.v.*).
28. (1917) *Grampian*  
10,955. 486 × 60. 1-2. 2S-T6-15 (Stephen). Built 1907 for Allan Line (*q.v.*). 1918 (15/12) F/V Liverpool-St. John, N.B. after Armistice. 1919 (autumn) London-Canada. 1920 (July) Antwerp-Southampton-Canada. 1922 laid up. 1926 scrapped.
29. (1917) *Corsican*  
(1922) *Marvale*  
11,419. 500 × 61. 1-2. 2S-T6-16 (B. Curle). Built 1907 for Allan Line (*q.v.*). 1918 (12/12) F/V London-St. John, N.B. after Armistice; subsequent voyages from Liverpool or London. 1921 Antwerp-Southampton-Canada; 1922 Glasgow-Canada. 1922 (Nov.) renamed. 1923 (21/5) wrecked near Cape Race (0).
30. (1917) *Scandinavian*  
12,099. 550 × 59. 1-2. 2S-T8-15 (H. & W.). Built 1898 as *New England* (Dominion). 1903 became *Romanic* (White Star). 1912 became *Scandinavian* (Allan) (*q.v.*). 1918 (19/11) F/V Liverpool-St. John, N.B. after Armistice. 1920 (21/5) F/V Antwerp-Southampton-Canada. 1922 laid up. 1923 scrapped.
31. (1917) *Scotian*  
(1922) *Marglen*  
10,322. 515 × 60. 1-2. 2S-T6-14 (H. & W.). Built 1898 as *Statendam* (Holland America). 1911 became *Scotian* (Allan) (*q.v.*). 1918 (23/11) F/V Liverpool-St. John, N.B. after Armistice. 1919 (11/11) F/V Antwerp-Southampton-Canada. 1922 (Nov.) renamed; 1923 London-Havre-Southampton-Canada. 1923 laid up. 1927 scrapped.
32. (1919) *Empress of France* (I)  
18,481. 571 × 72. 2-2-C. 4S-ST-18 (Beardmore). (I-287; II-504; III-848). Built 1914 as *Alsatian* (Allan) (*q.v.*). 1914 (Aug.) became armed merchant cruiser. 1917 became *Alsatian* (Can. Pac.); continued her naval duties. 1918 (Dec.) de-requisitioned; refitted; renamed. 1919 (14/11) F/V Liverpool-Quebec as *Empress of France*. 1922 (3/5) F/V Southampton-Cherbourg-Quebec. 1922 (31/5) F/V Hamburg-Southampton-Cherbourg-Quebec. 1923 (Jan.) world cruise from New York. 1923-24 converted to oil fuel. 1928 (Dec.) transpacific service (12 months). 1931 (2/9) L/V Southampton-Quebec. Laid up. 1935 scrapped.
- ——— *Calgarian*  
17,515. Built 1914 for Allan Line (*q.v.*). 1918 (1/3) torpedoed by German submarine (49). (Not employed by Canadian Pacific on North Atlantic.)
33. 1918 *Melita*  
13,967. 520 × 67. 2-2-C. 3S-T8 & ST-15. (B. Curle). Laid down 1914 for Hamburg American Line. (Cabin 550; III-1,200). 1918 M/V Liverpool-Canada. 1922 (10/5) F/V Antwerp-Southampton-Quebec-Montreal. 1925 tonnage increased to 15,183; superheaters fitted. 1927 Liverpool and/or Glasgow-Canada. 1935 sold to Italy for scrapping, but became *Liguria* (Italian transport). Destroyed at Tobruk during World War II.
34. 1918 *Minnedosa*  
13,972—details as (33). Laid down 1914 for Hamburg American Line. (Cabin 550; III-1,200). 1918 (6/12) M/V Liverpool-St. John, N.B. 1922 (21/6) F/V Antwerp-Southampton-Quebec-Montreal. 1925 tonnage increased to 15,186; superheaters fitted. 1927 Liverpool and/or Glasgow-Canada. 1935 sold to Italy for scrapping, but became *Piemonte* (Italian transport). 1944 (Mar.) sunk at Messina.

35. (1920) *Prinz Friedrich Wilhelm* (c)  
 (1922) *Empress of India*  
 (1922) *Montlaurier*  
 (1925) *Monteith*  
 (1925) *Montnairn*  
 16,992. 590×68. 2-2. 2S-Q8-17 (Tecklenborg). (I; II; III). Built 1907 as *Prinz Friedrich Wilhelm* (N.D.L.) (q.v.). 1920 F/V Liverpool-Quebec. 1921 (May) purchased and reconditioned; provisionally renamed *Empress of China* but did not run as such. 1922 (23/6) F/V ditto as *Empress of India*. 1922 (Nov.) cabin and III only; renamed. 1923 (4/5) F/V ditto as *Montlaurier*. 1925 (June) F/V Glasgow-Quebec-Montreal as *Monteith*. 1925 (Sept.) F/V Glasgow-Quebec as *Montnairn*. 1927 Antwerp-Southampton-Quebec. 1929 (23/12) sold; scrapped in Genoa.
36. (1921) *Montreal* (II)  
 8,766. 476×55. 1-2. 2S-Q8-15 (Blohm & Voss (Hamburg) ). (I; II; III). Built 1906 as *König Friedrich August* ("Hapag"). 1921 (April) F/V London-Quebec-Montreal. 1921-22 Trieste-Naples-Montreal. 1923 converted to cabin and III. 1924-25 Liverpool or Glasgow-Quebec-Montreal. 1925 (Nov.) laid up. 1928 became *Alesia* (Fabre) (q.v.). 1931 (Oct.) sold; scrapped in Italy.
37. 1922 *Montcalm* (III)  
 16,418. 549×70. 2-2-C. 2S-ST(DR)-16 (John Brown). (Cabin 542; III-1,268). 1922 (17/1) M/V Liverpool-St. John, N.B. 1929 single-reduction geared turbines; F/V Antwerp-Southampton-Cherbourg-Quebec-Montreal. 1939 (17/10) became H.M.S. *Wolfe* (armed merchant cruiser). 1942 sold to British Admiralty. 1946 converted to depot-ship. 1952 (Nov.) towed to Clyde; scrapped.
38. (1922) *Empress of Scotland* (I)  
 25,037. 677×77. 2-4. 2S-Q8-18 (Vulkan (Stettin) ). (I; II; III). Built 1906 as *Kaiserin Auguste Victoria* ("Hapag") (q.v.). 1919 became ditto (British-see Cunard). 1922 (20/1) F/V Southampton-New York-Mediterranean cruise. 1922 (22/4) 2nd voyage Southampton-Cherbourg-Quebec. 1930 (11/10) L/V ditto. 1930 (Nov.) sold. 1930 (10/12) caught fire in shipbreaker's yard.
39. 1922 *Montrose* (II)  
 16,402—details as (37) (Fairfield). (Cabin 542; III-1,268). 1922 (5/5) M/V Liverpool-Quebec-Montreal. 1929 Antwerp-Southampton-Cherbourg-Quebec-Montreal service. 1931 single-reduction turbines fitted. 1939 (3/9) became H.M.S. *Forfar* (armed merchant cruiser). 1940 (2/12) torpedoed and sunk.
40. 1922 *Montclare*  
 16,314—details as (37) (John Brown). (Cabin 542; III-1,268). 1922 (21/7) M/V Liverpool-Quebec-Montreal. 1929 single-reduction geared turbines; F/V Antwerp-Southampton-Cherbourg-Quebec-Montreal. 1939 (28/8) became H.M.S. *Montclare* (armed merchant cruiser). 1942 sold to British Admiralty. 1946 converted to depot-ship.
41. (1927) *Empress of Australia* (I)  
 21,833. 590×75. 3-2. 2S-ST(SR)-19 (Vulkan (Stettin) ). (I-400; II-150; III-630). Built 1919 as *Tirpitz* ("Hapag"). Was originally to have been renamed *Empress of China*. 1922 (16/6) sailed Clyde-Vancouver for transpacific service. 1926 re-engined. 1927 (25/6) F/V Southampton-Cherbourg-Quebec. 1939 became a transport. 1952 (7/5) sold to British Iron & Steel Corporation; scrapped.
42. 1928 *Duchess of Bedford*  
 (1948) *Empress of France* (II)\*  
 20,123. 582×75. 2-2-C. 2S-ST(SR)-18 (John Brown). (Cabin 580; tourist 480; III-510). Launched 1928 (25/1). 1928 (1/6) M/V Liverpool-Quebec-Montreal. 1947 refitted after war service; provisionally renamed *Empress of India*. 1948 (1/9) F/V Liverpool-Quebec-Montreal as *Empress of France*. (I-400; tourist 300; speed 20 knots).



43. 1928 *Duchess of Atholl*  
20,119. Ditto. (Beardmore (Dalmuir)). (Cabin 580; tourist 480; III-510). Launched 1927 (Nov.). 1928 (13/7) M/V Liverpool-Quebec-Montreal. 1942 (10/10) torpedoed in S. Atlantic (4).
44. 1928 *Duchess of Richmond*  
(1947) *Empress of Canada*  
20,022. Ditto. (John Brown). (Cabin 580; tourist 480; III-510). Launched 1928 (June). 1929 (15/3) M/V Liverpool-St. John, N.B. 1946 refitted after war service. 1947 (16/7) F/V Liverpool-Quebec-Montreal as *Empress of Canada* (I-400; tourist 300, speed 20 knots). 1953 (25/1) destroyed by fire at Gladstone Dock, Liverpool; heeled over and sank. 1954 (6/3) refloated; sold. Scrapped at Spezia (Italy).
45. 1929 *Duchess of York*  
20,021. Ditto. (John Brown). (Cabin 580; tourist 480; III-510). Laid down as *Duchess of Cornwall*. Launched 1928 (28/9). 1929 (22/3) M/V Liverpool-St. John, N.B. 1943 (11/7) sunk by bombers off Spanish coast (11).
46. 1931 *Empress of Britain* (II)  
42,348. 733 × 98. 3-2-C. 4S-ST(SR)-24 (John Brown). (I-452; tourist 260; III-470). Laid down 1928 (28/11). Launched 1930 (11/6). 1931 (27/5) M/V Southampton-Cherbourg-Quebec. 1939 (2/9) L/V (commercial) Southampton-Quebec; became a troopship. 1942 (26/10) bombed 70 miles N.W. of Ireland. 1942 (28/10) torpedoed and sunk by submarine when under tow.
47. (1947) *Beaverbrae*  
9,034. 469 × 60. 1-2-C. S-DE-16 (Blohm & Voss (Hamburg)). (773 passengers) Built 1938 as *Huascaran* ("Hapag"). 1948 (25/2) F/V Bremen-Canada. 1954 became *Aurelia* (Italian).
48. (1950) *Empress of Scotland* (II)\*  
26,313. 644 × 84. 3-2-C. 2S-ST(SR)-21 (Fairfield). (I-458; tourist 205). Built 1930 as *Empress of Japan* (transpacific service). 1942 renamed; 1948 reconditioned after war service. 1950 (9/5) F/V Liverpool-Quebec. 1952 (13/5) F/V Liverpool-Quebec-Montreal (masts shortened).
49. (1953) *Empress of Australia* (II)\*  
19,918. 552 × 71. 1-2. 2S-ST(SR)-16 (Cammell Laird). (I-220; tourist 444). Built 1924 as *De Grasse* (C.G.T.) (*q.v.*). 1953 (28/4) F/V Liverpool-Quebec-Montreal.
50. — *Empress of Britain* (III)  
22,500. 600 × 85. 1-1-C. 2S-ST(DR)-21 (Fairfield). (I-150; tourist 900). Laid down 1953 (30/9). Launched 1955 (22/6).
51. — *Empress of England*  
22,500. ditto. (Vickers-Armstrong (Walker-on-Tyne)). (I-150; tourist 900). Laid down 1954 (22/12).

\* Still in service. † Cargo steamer.

FUNNEL: (a) 1903. Buff.  
(b) 1906. Buff; black top.  
(c) 1921. Buff.  
(d) 1946. Buff with houseflag device.

FLAG: Six alternate white and red squares in two rows.

## Chapter 127

1903-14

## UNIONE AUSTRIACA DI NAVIGAZIONE

("AUSTRO-AMERICANA")

(AUSTRIAN)

THE SOCIETÀ ANONIMA UNIONE AUSTRIACA DI NAVIGAZIONE was founded in Trieste as a joint stock company in 1903 by Fratelli Cosulich (Cosulich Brothers) following their purchase of the "AUSTRO-AMERICANA", which for some years previously had been undertaking a cargo service between the Adriatic and the U.S.A.

The Cosulich family had been in business as shipowners since 1857, when Captain Antonio Felice Cosulich took delivery of the 650 ton barque *Fides*, built at Vallon di Cherso. In 1890 his sons, Callisto and Alberto, added three new sailing ships to the family fleet, and a year later Alberto took command of his first steamer, the 1,700 ton *Elena Cosulich*, in which some Venetian friends had a part ownership. The business grew rapidly, additional steamers were acquired and by 1900 the brothers Cosulich were running a regular cargo service to North America.

The Unione Austriaca di Navigazione (*i.e.*, the Austrian Shipping Union) was usually referred to as the "Austro-Americana". At about the time of its formation the Cunard Line concluded an agreement with the Hungarian Government for the establishment of a passenger service between Fiume and New York. The new company saw in this action a threat to its rapidly expanding cargo trade between Trieste and New York and decided, therefore, to set up its own emigrant service from Trieste to New York in competition with the British line.

The Austro-Americana passenger service was started in May 1904 by the 4,212 ton single-screw *Gerty*, which was joined a few days later by a sister ship, the *Giulia*. At about the same time the Hamburg American Line and the Norddeutscher Lloyd allied themselves with the Company, thereby making it possible for many new ships to be placed on order. The next addition to the passenger fleet was the 5,000 ton *Francesca* in 1905, followed by the *Sofia Hohenberg* in 1906, the twin-screw *Alice*, *Laura* and *Argentina* in 1907 and the *Oceania* and the 8,000 ton *Martha Washington* in 1908.

At this time Callisto and Alberto Cosulich, the managers of the Company, decided to extend their activities to include shipbuilding. With the aid of British technical experts the Cantiere Navale Triestino shipyard was built at Monfalcone, and in 1910 launched its first steamer—a small vessel of 800 tons.

Hitherto the Company's transatlantic passenger services had been confined almost entirely to the New York trade. In March 1911 the Austrian Government entered into a contract for a new service to



Brazil and Argentina. This did not mean, however, that there was any intention of neglecting the New York service, for which the 12,567 ton twin-screw *Kaiser Franz Josef I* was completed at Monfalcone in 1912. She was by far the largest ship to be turned out by this yard prior to World War I.

The Canadian Pacific inaugurated a new service from Trieste to Canada early in 1913. In April of that year the Hungarian Government entered into an agreement with the Unione Austriaca, thereby enabling them to participate in emigration from Hungary, and a month later the Company arranged that they and the Canadian Pacific would provide alternate sailings to Canada, a basis of the agreement being that the Canadian Pacific should have the inland rail haul of Unione Austriaca passengers. The Unione Austriaca had, in fact, started a Canadian service before the agreement was reached, the first sailing being taken by the *Argentina* on March 17th 1913 from Trieste to Portland (Maine). The following sailing, five weeks later, was to Quebec and Montreal. The 10,000 ton *Bulgaria* and *Batavia* were acquired from the Hamburg American Line for the service and renamed *Canada* and *Polonia*. It was found, however, that the traffic did not justify the use of such large ships and they reverted to "Hapag" in December 1913.

In 1913, ten years after its establishment, the Unione Austriaca fleet consisted of 29 ocean-going vessels, and five more were under construction. It had become the foremost steamship company in the Adriatic, but was, however, still largely controlled from Germany. In April 1914, by agreement with the Austrian Government, the foreign-owned shares were purchased by a group of Austrian banks.

The Company was running three principal services at this time, namely, from Trieste-Dalmatian ports-Patras-Palermo-Algiers-Almeria-New York-Azores-Algiers-Naples-Patras-Venice-Trieste (two or three times monthly); Trieste-Patras-Quebec-Montreal (to Portland in winter) (monthly); Trieste-Dalmatian ports-Patras-Naples-Barcelona-Almeria-Las Palmas-Rio de Janeiro-Santos-Montevideo-Buenos Aires (fortnightly).

The New York service was being undertaken by the *Kaiser Franz Josef I*, *Martha Washington*, *Belvedere*, *Oceania* and *Laura*. The *Belvedere* was a newly-built single-screw steamer of 7,166 tons.

The outbreak of World War I brought about an immediate cessation of the Company's services and resulted in the loss of a number of ships. Later in the war, ships on the stocks at Monfalcone were badly damaged by gunfire. At the end of the war, following the change from Austrian to Italian rule, the Company was re-established under the new name "Cosulich" Società Triestina di Navigazione. In effect, the new Company started where the old one left off, but it will be convenient to deal with its activities in a separate chapter.

1. 1904 *Gerty*

4,212. 346×45. 1-2. S-T3-12 (Readhead (South Shields) ). 1904 (23/5) M/V Trieste-New York. 1919 became *Gerty* (Cosulich). 1928 sold to Greece.

2. 1904 *Giulia*  
4,337. Ditto. (Russell (Port Glasgow) ). Launched 1904 (16/5). 1904 (June) M/V Trieste–New York. 1919 became *Giulia* (Cosulich). 1923 (21/3) sank in Atlantic.
3. (1904) *Georgia*  
2,811. 335×40. 1–2. S–T3–12 (Wigham Richardson (Newcastle) ). Built 1889 as *Sikh*; later became *Regina Elena* (Puglia). 1904 (June) F/V Trieste–New York. 1907 sold.
4. 1905 *Francesca*  
4,946. 360×48. 1–2. S–T3–12 (Russell (Port Glasgow) ). 1905 M/V Trieste–New York. 1919 became *Francesca* (Cosulich). 1926 scrapped.
5. 1906 *Sofia Hohenberg*  
5,491. Ditto. (Lloyd Austriaco (Trieste) ). Launched 1905 (Sept.). 1906 M/V Trieste–New York. 1919 became *Sofia* (Cosulich). 1929 scrapped.
6. 1907 *Alice*  
6,125. 415×50. 1–2. 2S–T6–15 (Russell (Port Glasgow) ). 1907 M/V Trieste–New York. 1917 became *Asia* (Brazilian). 1920 *Asia* (Fabre) (*q.v.*). 1930 (21/5) destroyed by fire in Red Sea.
7. 1907 *Laura*  
6,125—details as (6). 1907 M/V Trieste–New York. 1917 became *Europa* (Brazilian). 1920 *Braga* (Fabre) (*q.v.*). 1926 (16/11) wrecked in eastern Mediterranean.
8. 1907 *Argentina*  
5,526. 390×48. 1–2. 2S–T6–15 (Russell (Port Glasgow) ). Launched 1907 (March) for S. American service. 1907 (31/10) M/V Trieste–S. America. 1908 F/V Trieste–New York. 1919 became *Argentina* (Cosulich). 1926 sold to Florio Line.
9. 1908 *Oceania*  
5,497. 391×48. 1–2. 2S–T6–15 (Stephen (Glasgow) ). 1908 M/V Trieste–New York. 1918 (8/10) sunk in the Adriatic.
10. 1908 *Martha Washington*  
8,145. 459×56. 2–2. 2S–T6–16 (Russell (Port Glasgow) ). Launched 1908 (10/6). 1909 (10/5) M/V Trieste–New York. 1917 became *Martha Washington* (U.S.). 1923 ditto (Cosulich). 1928 sold to Lloyd Triestino.
11. 1912 *Kaiser Franz Josef I*  
12,567. 477×62. 2–2. 2S–Q8–17 (Cantiere Navale Triestino (Monfalcone) ). Launched 1911 (11/9). 1912 (Feb.) M/V Trieste–Buenos Aires. 1912 (9/5) F/V Trieste–New York. 1919 became *Generale Diaz* (Cosulich) (*q.v.*). 1920 renamed *Presidente Wilson* (ditto). 1929 became *Gange* (Lloyd Triestino). 1932 *Marco Polo* (ditto). 1942 torpedoed in Mediterranean.
12. (1913) *Canada*  
10,237. 501×62. 1–2. 2S–Q8–14 (Blohm & Voss (Hamburg) ). Built 1898 as *Bulgaria* ("Hapag") (*q.v.*). 1913 F/V Trieste–Canada. 1913 (Dec.) reverted to *Bulgaria* ("Hapag"). 1917 became *Hercules* (U.S. Govt.). Later *Philippines* (U.S.S.B.). 1924 scrapped.
13. (1913) *Polonia*  
10,982. Ditto. Built 1899 as *Batavia* ("Hapag") (*q.v.*). 1913 F/V Trieste–Canada. 1913 (Dec.) reverted to *Batavia* ("Hapag"). 1923 scrapped.
14. 1913 *Belvedere*  
7,166. 412×52. 1–2. S–T3–13 (Cantiere Navale Triestino (Monfalcone) ). Launched 1912 (8/4) for S. American service. 1914 F/V Trieste–New York. 1919 became *Belvedere* (Cosulich). 1941 seized by U.S.A. at Philadelphia; renamed *Audacious*. 1944 sunk off Normandy coast.

FUNNEL: Red with broad white band; narrow black top.



## Chapter 128

1905-18

LLOYD ITALIANO  
(ITALIAN)

THE "LLOYD ITALIANO" SOCIETÀ DI NAVIGAZIONE was founded in Genoa on November 7th 1904 by Signor Erasmo Piaggio, formerly the general manager of the Navigazione Generale Italiana, with a share capital of 12 million lire.

The Company started operations on September 13th 1905, when the 5,000 ton twin-screw *Florida* sailed from Genoa to New York. The *Indiana* followed in November, and in December the 7,000 ton *Mendoza* inaugurated a service from Genoa to South America, being joined within six months by the 5,000 ton *Cordova*. The New York ships were built in Italy, and the South American in the United Kingdom.

Two further ships, the *Luisiana* and *Virginia*, were completed for the New York service in 1906. The new company was making serious inroads into the business of the old-established N.G.I.—so much so that the latter decided that the only satisfactory solution was to obtain a controlling interest in the company. The deal was completed on December 19th 1907. The Lloyd Italiano was allowed to retain its separate identity, but its services on both North and South Atlantic were henceforth run jointly with those of the N.G.I., "La Veloce" and "Italia", the last two being members also of the N.G.I. group.

Steps had already been taken to augment the Company's South American service. The first results were disastrous as the 9,000 ton *Principessa Jolanda* capsized when she was being launched on September 21st 1907 and had to be scrapped. A sister ship, the *Principessa Mafalda*, was, however, successfully launched in October 1908, and sailed from Genoa to Buenos Aires in the following spring.

The *Florida* had the misfortune to be involved in a collision in dense fog with the White Star *Republic* in January 1909. The latter sank after efforts had been made to take her in tow, but although the *Florida*'s bows were badly damaged the collision bulkhead held and she was able to reach New York, where she was repaired within a month. This disaster received more than usual publicity as it was the first occasion on which wireless was used to summon assistance at sea.

The *Florida* and *Virginia* were sold in 1912, and in their places the Company took over the 9,000 ton *Taormina* from "Italia". She was detailed to the New York route. Two years later the *Mendoza* of the South American service was renamed *Caserta* and joined the *Taormina* on the North Atlantic.

On May 18th 1918 the Company was absorbed by the N.G.I., which adopted the title "Navigazione Generale Italiana-Flotte Riunite Florio-Rubattino & Lloyd Italiano". The *Luisiana* had been torpedoed in February 1917 and the South American service *Cordova* was lost in July 1918, so the ships usefully acquired by the N.G.I. were the *Taorminu*, *Caserta* (ex-*Mendoza*), *Indiana* and *Principessa Mafalda*.

1. 1905 *Florida*  
5,018. 381 × 48. 2-2. 2S-T6-14 (Esercizio Bacini (Riva Trigoso) ). 1905 (13/9) M/V Genoa-New York. 1909 (23/1) collision off U.S. coast with *Republic* (W. Star); latter sunk. 1912 became *Cavour* (Ligure-Brasiliana (Genoa) ); 1914 ditto (Transatlantica Italiana) (*q.v.*). 1917 (12/12) sunk in collision.
2. 1905 *Indiana*  
4,996. 394 × 48. 2-2. 2S-T6-14 (ditto). 1905 (Nov.) M/V Genoa-New York. 1918 taken over by N.G.I. 1925 became *Romania* (Sitmar).
3. 1906 *Luisiana*  
4,983. Ditto. 1906 (Apr.) M/V Genoa-New York. 1917 (6/2) torpedoed near Almeria.
4. 1906 *Virginia*  
5,181—details as (1). 1906 (Oct.) M/V Genoa-New York. 1912 became *Garibaldi* (Ligure-Brasiliana). 1914 ditto (Transatlantica Italiana) (*q.v.*). 1926 sold.
5. (1912) *Taormina*  
8,921. 482 × 58. 1-2. 2S-T6-16 (Henderson). Built 1908 for Italia (*q.v.*). 1912 F/V Genoa-New York. 1918 taken over by N.G.I. 1929 scrapped.
6. (1914) *Caserta*  
6,847. 420 × 52. 1-2. 2S-T6-14 (Armstrong Whitworth (Newcastle)). Built 1905 as *Mendoza* (Ll. Italiano S. American service). 1914 F/V Genoa-New York. 1918 taken over by N.G.I. 1923 became *Venezuela* (La Veloce). 1928 scrapped.

FUNNEL: Yellow with narrow black band; black top.

FLAG: Blue with large white diamond; in the diamond a yellow anchor with yellow "L I" in a blue circle.

## Chapter 129

1906

### ZOTTI LINE (UNITED STATES)

THE only information available about the ZOTTI LINE is that its steamer *Brooklyn* was scheduled to leave New York on July 12th, August 23rd and October 4th 1906 for Fayal (Azores) and Marseilles, that saloon passengers were carried and that the Company, known as the Frank Zotti Steamship Company, had offices at 11 Broadway, New York.<sup>1</sup>

(1) *New York Herald*, July 1906 (various dates).



The *Brooklyn* was a single-screw steamer of 3,636 tons, built by Harland & Wolff of Belfast in 1881 as the *British Queen*. In 1889 she became the Holland America *Obdam*, and in 1898, at the time of the Spanish-American War, was acquired by the United States Government, who renamed her *McPherson*.

The *Brooklyn* did not remain long with the Zotti Line, as by 1907-08 she had become the *S. V. Luckenbach* of the Luckenbach Transport & Wrecking Company. She was torpedoed and sunk in the English Channel in 1918, her name at that time being *Onega*.

## Chapter 130

1906-07

### RUSSIAN VOLUNTEER FLEET

(RUSSIAN)

THE RUSSIAN VOLUNTEER FLEET was founded in 1877 by public subscription throughout Russia to enable a fleet of auxiliary cruisers to be acquired and maintained in readiness to augment the Russian Navy in times of war. Admiral Lesovsky was largely responsible for setting the scheme in motion; Crown Prince Alexander of Russia agreed to become the first president of the committee of management.

The earliest units of the fleet included the ex-Hamburg American liners *Holsatia*, *Thuringia*, *Hammonia* and *Saxonia*, which were renamed *Rossija*, *Petersburg*, *Moskva* and *Nijni Novgorod*. The two first-named were incorporated into the Russian Navy in 1893.

From time to time many other ships were added, particularly during the 1890's, when ten or more of 4,000-6,000 tons were laid down in British yards. They were employed principally in carrying passengers and troops between the Black Sea and Vladivostock, but the opening of the Trans-Siberian Railway made a number of them redundant. In consequence it was decided to start a passenger service between Odessa, Naples and New York, the first sailing being scheduled for November 28th 1903.<sup>1</sup> At short notice, however, the opening date of the service was indefinitely postponed. The outbreak of the Russo-Japanese War caused the abandonment of the scheme.

An announcement in August 1906 stated that a ship of the Russian Volunteer Fleet had already been despatched from Libau (Liepaja) to New York, and that modifications of the stringent passport regulations then enforced at Russian ports would probably be

(1) *The Times*, 13/11/03.

introduced to facilitate the movement of passengers.<sup>1</sup> Departure dates of the service from Labau are not available, but the *Petersburg* was scheduled to sail from New York for Rotterdam and Libau on September 13th 1906, followed by the *Saratov* in October and the *Smolensk* in November. Cabin and steerage passengers were carried.<sup>2</sup> By the summer of 1907 a regular fortnightly service was being undertaken by these three ships, assisted by the *Moskva*, an 8,000 ton vessel built in 1890 as the Hamburg American *Fürst Bismarck*.

The service was withdrawn in 1907-08. The principal reason for its lack of support was that a service had been started simultaneously by the Russian American Line between the same ports.

1. (1906) *Petersburg*  
5,432. 439×52. 2S-T6-14 (Hawthorn Leslie (Newcastle)). Built 1894 as *Petersburg* (R.V.F.). 1904 became *Dniepr* (Russian Navy). 1906 reverted to *Petersburg*.
2. (1906) *Saratov*  
5,427. 439×50. 2S-T6-14 (Hawthorn Leslie (Newcastle)). Built 1891.
3. (1906) *Smolensk*  
7,270. 486×58. C-3-2. 2S-T(12)-16 (Hawthorn Leslie (Newcastle)). (I-50; II-36; III-1,560.) Built 1901 as *Smolensk* (R.V.F.). 1904 became *Rion* (Russian Navy). 1906 reverted to *Smolensk*.
4. (1907) *Moskva*  
8,430. 503×58. 3-2. 2S-T6-17 (Vulkan (Stettin)). Built 1890 as *Fürst Bismarck* (Hamburg American) (*q.v.*). 1904 became *Don* (Russian Navy). 1906-07 *Moskva* (R.V.F.). Later *Gaa* (Austro-Hungarian Navy). 1920 *San Giusto* (Cosulich). 1924 scrapped.

FUNNEL: Buff; black top.

FLAG: Top half white with Russian eagle; equal horizontal stripes of blue and red below.

## Chapter 131

1906-17

### RUSSIAN AMERICAN LINE (RUSSIAN EAST ASIATIC STEAMSHIP COMPANY) (RUSSIAN)

THE RUSSIAN EAST ASIATIC STEAMSHIP COMPANY was founded in 1900 by the East Asiatic Company of Copenhagen (Det Øst-asiatiske Kompagni) to run a steamship service between Russia and the Far East on roughly similar lines to the existing service by the Russian Volunteer Fleet.

At the conclusion of the Russo-Japanese War, the "R.V.F." and the Russian East Asiatic Steamship Company both realised that

(1) *The Times*, 1/8/06.

(2) *New York Herald*, Sept./Oct. 1906 (many dates).



the Trans-Siberian Railway was bound to bring about a drastic reduction in their Far Eastern trade, and both decided, therefore, to start a North Atlantic service. The "R.V.F." were the first in the field by a few days.

The Russian East Asiatic Company called their new service the RUSSIAN AMERICAN LINE, the first sailing taking place on August 1st 1906 from Libau to New York. A call was made at Copenhagen outwards and at Rotterdam homewards—a somewhat unusual arrangement that was continued until 1914 and was also followed by the "R.V.F." until the withdrawal of their service in 1907-08. The ships taking part were the 6,000 ton *Korea* and the 4,600 ton *Arconia*, which were joined in 1907 by the slightly smaller *Estonia* and *Lituania*, previously the *Indien* and *Kina* of the East Asiatic Company and originally the *Yorkshire* and *Lancashire* of the Bibby Line.

The 8,596 ton twin-screw *Russia* was completed for the Company by Barclay Curle in 1908, thereby enabling the *Arconia* to be sold. Two years later the *Korea* foundered in the North Atlantic. She was replaced immediately by the East Asiatic Company's *Birma*, built in 1894 as the Castle Line's *Arundel Castle*.

The 7,858 ton *Kursk* and the 6,503 ton *Czar* were delivered by Barclay Curle in 1911-12, and were in most respects similar to the *Russia* except that they had two masts instead of four. An unusual feature was that the second newcomer was 25 feet shorter than the first, and the third 25 feet shorter than the second.

The *Estonia* was destroyed by fire in the North Atlantic in 1913. She was replaced by the 8,173 ton twin-screw *Dwinsk*, formerly the *C. F. Tietgen* of the Scandinavian American Line and built in 1897 as the Holland America *Rotterdam*. The *Lituania* was sold at this time; the *Birma* was renamed *Mitau*.

When war broke out in August 1914 the *Russia* and *Mitau* were at Libau, and as there was no hope of their escaping from the Baltic they were laid up at Kronstadt during the period of hostilities. The *Kursk*, *Czar* and *Dwinsk* were, however, in safe waters and were detailed to a new service between New York and Archangel, in which they were joined in 1915 by the 6,598 ton *Czaritza*—a slightly enlarged version of the *Czar*.

The New York Archangel service was abandoned in 1917 after the outbreak of the Russian Revolution. The four participants were transferred to British registry and placed under the management of the Cunard Line. The *Dwinsk* was torpedoed by a German submarine in 1918.

After the Armistice the *Mitau* was sold to Poland. The *Russia* (which had been renamed *Rossija* and later *Russ*), *Kursk*, *Czar* and *Czaritza* were returned to the East Asiatic Company, who placed them in service between Libau and New York under the description BALTIC AMERICAN LINE. This Company's activities are described in a separate chapter, although they were in effect a continuation of the pre-war service apart from the elimination of the Russian influence.

1. (1906) *Korea*  
6,163. 409×50. S-T3-14 (Flensburg (Flensburg)). Built 1899 for East Asiatic Co. 1906 F/V Libau-New York. 1910 abandoned in North Atlantic.
2. (1906) *Arconia*  
4,603. 368×46. 1-2. S-T3-12 (Barclay Curle). Built 1897 as *Dunolly Castle* (Castle Line). 1905 became *Juliette* (Danish). 1906 F/V Libau-New York. 1908 became *Hittfeld* (German). 1913 *Ioannina* (National S.N. Co. of Greece) (*q.v.*). 1917 (15/12) torpedoed off the Azores.
3. (1907) *Estonia*  
4,269. 401×45. 1-4. S-T3-13 (Harland & Wolff). Built 1889 as *Yorkshire* (Bibby). 1898 chartered to Dominion Line (*q.v.*). 1905 became *Indien* (East Asiatic Co.). 1907 F/V Libau-New York. 1913 burnt in North Atlantic.
4. (1907) *Lituania*  
4,248. Ditto. Built 1889 as *Lancashire* (Bibby). 1905 became *Kina* (East Asiatic Co.). 1907 F/V Libau-New York. 1913-14 sold.
5. 1908 *Russia*  
8,596. 475×58. 2-4. 2S-T6-15 (Barclay Curle). 1908 M/V Libau-New York. 1914 (Aug.) laid up at Kronstadt. 1917 became *Rossija*, later *Russ*. 1921 *Latvia* (Baltic American) (*q.v.*). 1924 *Fuso Maru* (Osaka Shosen Kaisha). Later *Huso Maru* (ditto). Lost during World War II.
6. (1910) *Birma*  
(1914) *Mitau*  
4,595. 415×46. 1-4. S-T3-13 (Fairfield). Built 1894 as *Arundel Castle* (Castle Line). 1905 became *Birma* (East Asiatic). 1910 F/V Libau-New York. 1914 (Aug.) laid up at Kronstadt. 1920 became *Josef Pilsudski* (Polish American) (*q.v.*). 1922 (or later) *Wilbo*. 1924 scrapped in Italy.
7. 1911 *Kursk*  
7,858. 450×56. 2-2. 2S-Q8-15 (Barclay Curle). 1911 M/V Libau-New York. 1914 (autumn) New York-Archangel. 1917 became *Kursk* (British; under Cunard management). 1921 *Polonia* (Baltic American) (*q.v.*). 1930 ditto (Polish Transatlantic). 1935 ditto (Gdynia America) (*q.v.*). 1939 scrapped.
8. 1912 *Czar*  
6,503. 426×53. 2-2. 2S-Q8-15 (Barclay Curle). 1912 M/V Libau-New York. 1914 (autumn) New York-Archangel. 1917 became *Czar* (British). 1921 *Estonia* (Baltic American) (*q.v.*). 1930 *Pulaski* (Polish Transatlantic). 1935 ditto (Gdynia America) (*q.v.*). 1946 *Empire Penryn* (British). 1949 scrapped at Blyth.
9. (1913) *Dwinsk*  
8,173. 470×53. 1-2. 2S-T6-14 (Harland & Wolff). Built 1887 as *Rotterdam* (Holland America) (*q.v.*). 1906 became *C. F. Tietgen* (Scandinavian American) (*q.v.*). 1913 F/V Libau-New York. 1914 (autumn) New York-Archangel. 1917 became *Dwinsk* (British; under Cunard management). 1918 (18/6) torpedoed 400 miles from Bermuda.
10. 1915 *Czaritza*  
6,598. 440×53. 2-2. 2S-Q8-15 (Barclay Curle). 1915 entered New York-Archangel service. 1917 became *Czaritza* (British). 1921 *Lituania* (Baltic American) (*q.v.*). 1930 *Kosciuszko* (Polish Transatlantic). 1935 ditto (Gdynia America) (*q.v.*). 1940 *Gdynia* (Polish Navy). 1946 *Empire Helford* (British). 1949 (Dec.) sold; scrapped in Germany.



## Chapter 132

1907-32

## LLOYD SABAUDO

(ITALIAN)

THE "LLOYD SABAUDO" SOCIETÀ ANONIMA DI NAVIGAZIONE was founded in Turin in June 1906 with a capital of six million lire. The Italian Royal Family took a great interest in its formation and activities, hence the regal names chosen for its ships. In fact, the second word of the Company's title indicated the close associations it had with the Royal House of Savoy.

Orders were placed with Laing of Sunderland for three twin-screw sister ships of 5,200 tons, the first of which, the *Re d'Italia*, opened the Company's service in April 1907 from Genoa, Naples and Palermo to New York. The *Regina d'Italia* and *Principe di Piemonte* followed at monthly intervals, the tonnage of all three being increased within a short time to 6,560. On her fourth voyage the *Regina d'Italia* proceeded to South America. Two appreciably larger ships, the 7,900 ton *Tomaso di Savoia* and the 7,800 ton *Principe di Udine*, were completed for the South American service, but the former made one round voyage to New York at the beginning of her career. The building of these ships made it necessary for the Company to increase its capital to 11 million lire.

Five other Italian lines were operating on both North and South Atlantic at this time. It is not surprising, therefore, that the Company passed a dividend in 1908 and again in 1911, but a payment of 6½ per cent was made in 1912, when there were eight New York sailings, which attracted a total of 7,500 outward passengers. South American sailings during the year numbered 12, with 8,350 outward passengers. These results were somewhat inferior to those of other Italian lines, and the available business did not, in fact, justify the employment of all five ships. Following the disaster to the Uranium Steamship Company's *Volturno* in 1913, the *Principe di Piemonte* was, therefore, sold to that company to replace her.

Except for the one North Atlantic voyage already mentioned, the *Tomaso di Savoia* and *Principe di Udine* were employed exclusively in the South American trade until 1915, when they were temporarily diverted to the North Atlantic.

When Italy entered World War I in 1915 the 12,000 ton Hamburg American *Moltke* was seized by the Italian Government, who renamed her *Pesaro*. After the Armistice she was sold to the Lloyd Sabaudo and detailed to their North Atlantic service. For some time she equalled in size any Italian ship in commission, but this was due entirely to the war as the 15,000 ton *Conte Rosso* had been laid down for the Company in England in 1914. In due course she was commandeered by the British Admiralty and completed as the aircraft carrier *Argus*, no attempt being made by the Company to acquire

her after the Armistice. Instead two appreciably larger ships were ordered in the United Kingdom.

In 1920-21 the *Pesaro*, *Re d'Italia* and *Regina d'Italia* took care of the Company's New York service. The first of the new ships, the 17,048 ton twin-screw *Conte Rosso* (II), was completed on the Clyde early in 1922. She was a magnificently-appointed ship, and a vast improvement on all those hitherto operated by the Company. In order to ensure a typical Italian atmosphere the decorations of the first class public rooms were entrusted to a Florentine firm, who sent a number of their own craftsmen to Glasgow to carry them out. The *Conte Verde* followed in 1923, and although of similar dimensions, had a tonnage of 18,765, due largely to the fact that her first class accommodation provided for 450 passengers instead of 200. The introduction of these new ships enabled their predecessors to be transferred to the South American service.

The 24,000 ton *Conte Biancamano* was completed in England in 1925 and the slightly larger *Conte Grande* in Italy in 1928, thereby enabling the "Green Count" and the "Red Count", in turn, to be transferred to the South American service, from which the older ships were withdrawn.

A month or two after the *Conte Grande* was placed in service, the Lloyd Sabaudo, N.G.I. and Cosulich Companies signed a pooling agreement, valid for three years, in respect of the two principal North Atlantic ships of each participant.

Following the immediate success of the German record-breaker *Bremen*, the Italian Government decided for prestige reasons to offer every inducement to the Italian North Atlantic lines to lay down one or two comparable ships. As a result the N.G.I. placed an order in December 1929 for the 50,000 ton *Rex*. Not to be outdone, the 48,000 ton *Conte di Savoia* was laid down for the Lloyd Sabaudo in October 1930, and launched a year later. Neither ship was destined to sail under the houseflag of the company sponsoring it, as upon expiry of the pooling agreement in July 1931, the N.G.I. approached the Italian Government with a view to getting their consent to the amalgamation of the three lines. The Government did not take long to realise that there was little chance of the ships being paying propositions if run under separate managements. On November 11th 1931, therefore, the Italian Ministry of Communications announced that the fusion would become effective on January 2nd 1932 with the formation of a new company, "Italia"—Flotte Riunite Cosulich—Lloyd Sabaudo—N.G.I. The activities of the liners *Conte di Savoia* and *Rex* will be found in the "Italia" chapter, which also indicates that to begin with the Cosulich Company was co-ordinated rather than amalgamated.

1. 1907 *Re d'Italia*

5,204. 430×53. 2-2. 2S-T6-14 (Laing (Sunderland) ). (I-120; III-1,700). 1907 (12/4) M/V (Genoa)—Palermo—New York. 1907-08 tonnage increased to 6,560. 1922 transferred to S. American service. 1930 scrapped.



2. 1907 *Regina d'Italia*  
5,204. Ditto. (I-120; III-1,700). 1907 (17/5) M/V (Genoa)-Palermo-New York. 1907-08 tonnage increased to 6,560. 1922 transferred to S. American service. 1928 (Oct.) scrapped.
3. 1907 *Principe di Piemonte*  
5,204. Ditto. (I-120; III-1,700). 1907 (19/6) M/V Genoa-New York. 1907-08 tonnage increased to 6,560. 1913 became *Principello* (Uranium) (*q.v.*). 1916 *Folia* (Cunard) (*q.v.*). 1917 (11/3) torpedoed off Waterford (7).
4. 1908 *Tomaso di Savoia*  
7,914. 451 × 55. 2-2. 2S-Q8-16 (Barclay Curle). (I-150; III-1,700). Built for Company's S. American service. 1908 (June) Genoa-New York (1 R/V). 1915 Genoa-Naples-New York. 1919 or earlier returned to S. American service. 1928 scrapped.
5. (1915) *Principe di Udine*  
7,785. Ditto. (I-150; III-1,700). Built 1908 for Company's S. American service. 1915 F/V Genoa-Naples-New York. 1919 or earlier returned to S. American service. 1929 scrapped.
- — *Conte Rosso* (I)  
15,000 (not commissioned by Company. Taken over by British Admiralty and completed as aircraft carrier *Argus*).
6. (1919) *Pesaro*  
12,335. 526 × 62. 2-2. 2S-Q8-15 (Blohm & Voss (Hamburg) ). Built 1901 as *Moltke* ("Hapag") (*q.v.*). 1915 became *Pesaro* (Italian Govt.). 1919 F/V Genoa-Naples-New York. 1922 transferred to S. American service. 1926 scrapped.
7. 1922 *Conte Rosso* (II)  
17,048. 570 × 74. 2-2. 2S-ST(DR)-18 (Beardmore). (I-208; II-268; III-1,800). 1922 (19/2) M/V Genoa-Naples-New York. 1928 transferred to S. American service. 1932 transferred to Lloyd Triestino (Far Eastern trade). 1941 (24/5) sunk off Sicily by British submarine *Upholder*.
8. 1922 *Conte Verde*  
18,765. Ditto. (I-450; II-200; III-1,700). 1923 (21/4) M/V Genoa-Naples-New York. 1926 transferred to S. American service. 1932 transferred to Lloyd Triestino (Far Eastern trade). 1943 (Sept.) scuttled at Shanghai to avoid capture by Japanese; raised by Japanese Navy; became a troopship. 1944 (Dec.) sunk by U.S. air attack. 1949 (June) refloated; purchased by Mitsui Line.
9. 1925 *Conte Biancamano*  
24,416. 651 × 76. 2-2. 2S-ST(DR)-19 (Beardmore). Launched 1925 (23/4). 1925 (20/11) M/V Genoa-Naples-New York. 1932 taken over by "Italia"; transferred to S. American service. 1937 transferred to Lloyd Triestino. 1941 (Dec.) seized by U.S. at Colon; renamed *Hermitage*. 1949 (10/11) returned to S. American service (see "Italia").
10. 1928 *Conte Grande*  
25,661. 652 × 78. 2-2. 2S-ST(DR)-19 (Stabilimento Tecnico (Trieste) ). (I-578; II-420; III-720). Launched 1937 (29/6). 1928 (13/4) M/V Genoa-Naples-New York. 1932 taken over by "Italia"; transferred to S. American service. 1941 seized by Brazil; sold to U.S.A. and renamed *Monticello* (U.S. transport). 1947 (23/7) returned to "Italia"; extensively reconditioned. 1949 (14/7) returned to S. American service (see "Italia").
- — *Conte di Savoia*  
48,502 (not commissioned by Company—see "Italia").

FUNNEL: Yellow; white band with narrow blue bands on either side.

FLAG: White; the eagle of Savoy in blue with golden crown.

## Chapter 133

1907-08

## MORAITIS LINE

(GREEK)

THE firm of D. G. Moraitis of Andros (Greece), the owners of a fleet of six small cargo steamers, decided in 1906 that the time was ripe to enter the passenger trade between Greece, Italy and New York. They accordingly placed an order in England for the 6,000 ton twin-screw *Moraitis*, which opened the new service in July 1907. The slightly larger *Athinai* followed in 1908, but before the end of the same year both ships were sold to the Hellenic Transatlantic Steam Navigation Company Limited of Athens. Thus, the service remained in operation for little more than a year. Nevertheless it was notable as the first Greek-owned North Atlantic passenger line.

1. 1907 *Moraitis*

6,045. 400×50. 2-2. 2S-T6-13 (Priestman). (I & III). 1907 (4/7) M/V Patras—New York—Naples—Patras. 1908 became *Themistocles* (Hellenic) (*q.v.*). 1914 became *Themistocles* (National) (*q.v.*). 1924 final voyage to New York.

2. 1908 *Athinai*

6,742. 420×52. 2-2. 2S-T6-14 (Raylton Dixon). (I & III). 1908 became *Athinai* (Hellenic) (*q.v.*). 1914 became *Athinai* (National) (*q.v.*). 1915 burnt in N. Atlantic.

## Chapter 134

1907

## SICULA AMERICANA

(ITALIAN)

1907-17. "Sicula Americana" Società di Navigazione.

1919-26. "Sicula Americana" Società di Navigazione  
& Imprese Marittime.

THE wine trade was flourishing in Sicily during the latter years of the 19th century, and in 1889 the Messina firm of Peirce, Becker & Ilardi purchased the 1,800 ton steamer *Sicilia* in England for transporting their products to various parts. She was sold about ten years later, but in the meanwhile three other ships had been acquired—the *Mongibello*, *Città di Messina* and *Città di Palermo*. A second



*Mongibello* and the *Dinnamare*, both of 4,200 tons, were built in 1900.

The firm was dissolved in 1902-03. The Becker family moved to Turin, where they founded La Creola Steamship Company, whose principal business was the shipment of coal from Genoa to North America. The two brothers Guglielmo and Giorgio Peirce remained in Messina. They changed the name of the firm to Fratelli Peirce (Peirce Brothers), retained in their possession four of the steamers already mentioned and added two more—the 4,400 ton *Sicania* and the 6,366 ton *Italia*. The latter was unusual in that she had five masts, and unlike the others had fairly extensive passenger accommodation. She made a number of voyages under charter to the N.G.I. in 1905-06.

Fratelli Peirce founded the "SICULA AMERICANA" SOCIETÀ DI NAVIGAZIONE on October 31st 1906 with a capital of 2½ million lire. Orders were placed in England for the 6,000 ton twin-screw *San Giorgio* and *San Giovanni*, the former of which started a passenger and cargo service between Palermo and New York in July 1907. Each had two funnels to emphasise their passenger-carrying activities.

Giorgio Peirce was one of the victims of the Messina earthquake of December 28th 1908. As a result of this catastrophe the Siculo Americana head offices were transferred to Naples, but the firm of Fratelli Peirce retained its headquarters in Messina.

The 8,000 ton *San Guglielmo* was commissioned in 1913, her building having necessitated an increase of capital to 6 million lire, the greater part of which was held by Guglielmo Peirce and his son, Giorgio. A few weeks previously, on November 9th 1912, the *San Giovanni* had inaugurated a new service to South America.

For some time past the Company's North Atlantic ships had been proceeding from Palermo to New York via Messina and Naples. In 1912 they made 16 round voyages and carried well over 16,000 outward passengers. This total exceeded the individual totals of the *Italia* and *La Veloce* Companies, and represented about 18 per cent of the combined total of the four companies comprising the N.G.I. group, which between them had more than three times as many sailings as the Siculo Americana. The latter was, therefore, becoming quite a serious competitor. For this reason the *Italia* Company transferred its head office from Genoa to Naples in June 1913. Four years later, on August 19th 1917, the N.G.I. established in Naples a new company known as "TRANSOCEANICA" SOCIETÀ ITALIANA DI NAVIGAZIONE, which absorbed the Siculo Americana, Fratelli Peirce and the *Italia* Line.

The *San Giorgio*, *San Giovanni* and *San Guglielmo* were incorporated into the "Transoceanica" fleet, as was the partly-completed *San Gennaro*, which was commissioned in November 1917.

Guglielmo Peirce became vice-general manager of the N.G.I. He died in May 1918, and a year later his son, Giorgio, re-established the Siculo Americana in Naples. The Company's full title was "'SICULA AMERICANA' SOCIETÀ DI NAVIGAZIONE & IMPRESE MARITTIME"; its

capital was 25 million lire. Apart from a similarity of name there was no connection between the old company and the new.

The first unit of the new fleet was the 3,400 ton cargo steamer *Mongibello* (ex-*Florentino*), which had been sunk near Port Mahon in June 1916 and subsequently salvaged. The New York passenger service was resumed by the purchase in May 1920 of the ex-Hamburg American *Corcovado*, which was renamed *Guglielmo Peirce*. This was the only passenger steamer to be acquired, but the cargo steamers *Giulia Peirce*, *Città di Messina* and *Matilde Peirce* (ex-*Galatee*) were added in 1921-22.

The new company was dogged by misfortune as the *Matilde Peirce* sank in the North Atlantic in 1922 and the *Mongibello* was lost in 1923. By this time a slump had set in, and the two remaining cargo steamers were sold in 1925-26. The *Giulia Peirce* became the *Taide* of Achille Lauro. The passenger steamer *Guglielmo Peirce* was chartered to the Cosulich Line for their South American service, and later became the Lloyd Sabaudo *Maria Cristina*.

The Sicola Americana was dissolved at the end of 1926.

#### "SICULA AMERICANA" SOCIETÀ DI NAVIGAZIONE

1. 1907 *San Giorgio*  
6,392. 406 × 52. 2-2. 2S-T6-14 (Laing). 1907 (July) M/V Palermo-New York. 1917 (Aug.) became *San Giorgio* (Transoceanica) (q.v.). 1921 *Napoli* (N.G.I.) (q.v.). 1926 scrapped.
2. 1907 *San Giovanni*  
6,592. 430 × 53. 2-2. 2S-T6-14 (Laing). 1907 (Nov.) M/V Palermo-New York. 1917 (Aug.) became *San Giovanni* (Transoceanica) (q.v.). 1921 *Palermo* (N.G.I.) (q.v.). 1928 scrapped.
3. 1913 *San Guglielmo*  
8,341. 470 × 56. 2-2. 2S-T6-15 (Henderson). Launched 1911 (29/3). 1913 (8/1) M/V Palermo-Messina-Naples-New York. 1917 (Aug.) became *San Guglielmo* (Transoceanica) (q.v.). 1918 (18/1) lost near Loano.
- ——— *San Gennaro*  
10,917 (never commissioned by Company—see "Transoceanica").

#### "SICULA AMERICANA" SOCIETÀ DI NAVIGAZIONE & IMPRESE MARITTIME

1. (1920) *Guglielmo Peirce*  
8,512. 448 × 55. 1-2. 2S-Q8-14 (Krupp (Kiel) ). (Cabin 240; III). Built 1907 as *Corcovado* ("Hapag"). 1919 *Sueh* (Turkish). 1919 *Corcovado* (French). 1920 F/V Naples-New York. 1926 chartered to Cosulich Line. 1926 became *Maria Cristina* (Lloyd Sabaudo). 1930 (approx). *Mouzinho* (Portuguese). 1954 scrapped at Savona.

FUNNEL: Yellow with two narrow red bands.

FLAG: White; in the centre a yellow cross on a red shield (the Arms of Messina).



## Chapter 135

1908

NEW YORK & CONTINENTAL LINE  
(BRITISH)

THIS short-lived line was established by Messrs. Robertson, Shankland & Co. of London (who appear to have been connected with the well-known shipping firms of Shankland Petersen and Petersen, Tate & Co.), to cater for the large quantities of grain and flour arriving in New York by the Erie Railroad for shipment to Europe, and the large number of emigrants proceeding from Hamburg and Rotterdam to New York. It seems probable that the Erie Railroad had an interest in the Line inasmuch as the steamers employed had black funnels with four white bands, the latter being symbolic of this railroad.

In 1907 the 5,183 ton *Avoca* was sold by the British India Line to the East Asiatic Company of Copenhagen, renamed *Atlanta* and employed by the King and Queen of Denmark as a royal yacht for a cruise to Greenland. She was subsequently laid up in Copenhagen, sold to Robertson, Shankland & Co., reverted to the name *Avoca* and sailed from Hamburg on or about March 31st 1908 on her first and only voyage for the New York & Continental Line. After embarking a further contingent of passengers at the Hook of Holland she proceeded to Halifax and New York, arriving at Halifax several days overdue (she was not fitted with wireless) with a cracked main steam pipe, which necessitated a reduction of steam pressure and the putting in hand of repairs before the voyage could be resumed. The eastbound voyage was even more eventful as immediately after landing over 300 passengers at the Hook of Holland, she collided in dense fog with an anchored German steamer, which was almost cut in two. The *Avoca* was towed to Rotterdam for temporary repairs and when about to leave was placed under arrest. Her crew were paid off in August 1908, by which time the Company was on the verge of bankruptcy.

The 5,250 ton British India *Jelunga*—a sister ship of the *Avoca*—was sold to Robertson, Shankland & Co. on March 21st 1908. It is believed that her first voyage for the New York & Continental Line took place from Hamburg and Rotterdam during the following month, and that a chartered steamer, the 3,581 ton *Volturno*, succeeded her about a fortnight later. It seems likely that the *Jelunga* and *Volturno* each made two or three round voyages for the Company, which then closed down for good. The reasons for this are not far to seek, as apart from the heavy losses incurred by the mishaps to the *Avoca*, the number of North Atlantic passengers in 1908 was not much more than half the previous year's total. In consequence many lines were obliged to pass a dividend, and more than one were financially embarrassed.

A new company, the Northwest Transport Line, was formed in London in February 1909 and purchased or chartered the *Volturmo*, which took the first sailing soon afterwards, and the *Uranium*, which was the *Avoca* under a new name. The itinerary of the ships was Hamburg–Rotterdam–Halifax–New York. The service remained in operation for only a few months, and in 1910 both ships were running for the Uranium Steamship Company.

To what extent the Northwest Transport Line was a revival of the New York & Continental Line is not known, but the ships of the two lines had similar funnel markings and the houseflags were similar except that the lettering "NWTL" replaced "NYCL". On the first voyage of the *Volturmo* in 1909 a makeshift flag was prepared by painting the "Y" into a "W" and sewing a "T" over the letter "C" !

1. (1908) *Avoca*

5,183. 420×48. 1–3. S-Q4-14 (Denny). (I-80; III-1,000). Built 1891 as *Avoca* (British India). 1896 became *San Fernando* (Cia Trasatlantica—chartered). 1896 reverted to *Avoca*. 1907 (12/6) became *Atlanta* (East Asiatic Co.). 1908 (31/3) F/V Hamburg–Rotterdam–Halifax–New York. 1908 (8/8) paid off in Rotterdam (steamer was under arrest following collision at Hook of Holland). 1909 became *Uranium* (Northwest Transport Line). 1910 ditto (Uranium Line) (*q.v.*). 1916 *Feltria* (Cunard) (*q.v.*). 1917 (5/5) torpedoed.

2. (1908) *Jelunga*

5,250. 410×48. 1–3. S-Q4-14 (Denny). (I-80; III-1,000). Built 1890 as *Jelunga* (British India). 1893-94 became *Leon XIII* (Cia Trasatlantica). 1896 became *Santiago* (ditto). 1896-97 reverted to *Jelunga* (B.I.). 1908 (21/3) sold to Robertson, Shankland & Co. 1908 (Apr.) F/V Hamburg–Rotterdam–New York. 1913 (or later) became *Jehangir*. 1923 scrapped.

2a. (1908) *Volturmo* (c)

3,581. 340×43. 1–2. 2S-T6-14 (Fairfield). (I-24; III-1,000). Built 1906. 1908 (Apr.) F/V Hamburg–Rotterdam–New York. 1909 ran for Northwest Transport Line. 1910 purchased by Canadian Northern (*q.v.*). but ran for Uranium Line (*q.v.*). 1913 (9/10) destroyed by fire at sea (136).

FUNNEL: Black with four white bands.

## Chapter 136

1908-17

"ITALIA"

(ITALIAN)

THE "ITALIA" SOCIETÀ ANONIMA DI NAVIGAZIONE was founded in Genoa on May 6th 1899 with a capital of 5 million lire, of which some 37½ per cent was subscribed by the Hamburg American Line, whose interests on the board of directors were represented by Dr. Fritz Bonemann.



In order to avoid any prolonged delay in getting the service started the Company chartered the 4,000 ton *Antonina* and *La Plata* from the Hamburg South American Line and despatched them from Genoa to Buenos Aires later in the same year (1899). In the meanwhile orders had been placed for the 4,000 ton *Toscana* and *Ravenna*, which entered the service early in 1901 and enabled the chartered steamers to be withdrawn. The *Ravenna*, it may be added, made three round voyages to New York in 1904, when an increase in capital to 8 million lire made possible the laying down of the 4,600 ton *Siena* and *Bologna*.

Until 1906 the Company was largely controlled by its German parent company. In that year the nominal share capital was increased to 20 million lire, of which 8 million was fully paid. The Navigazione Generale Italiana purchased a large block of the new shares and by this and other means freed the Company of German control in addition to securing for themselves a predominant say in the Company's affairs. It should be added that the N.G.I. group already included *La Veloce* and the Lloyd Italiano.

The 8,000 ton twin-screw *Ancona*, *Verona* and *Taormina* were completed in the United Kingdom during the spring and early summer of 1908 and were detailed to a new service between Genoa, Naples, Palermo, New York and Philadelphia, which was run jointly with the existing New York services of the N.G.I., *La Veloce* and Lloyd Italiano. This arrangement made it simple for interchanges of tonnage to take place as and when desirable, and in 1912 the *Taormina* was transferred to the Lloyd Italiano. A year later the South American service *Bologna* and *Siena* passed to *La Veloce* in return for their *Umbria*, which was renamed *San Paulo*. She was sold soon afterwards to the Sitmar Line, and in her place the *Brasile* and *Italia* were handed over to the Company by *La Veloce*. In addition the *Verona* was transferred to the N.G.I. in exchange for the 9,000 ton *Sannio*, which was detailed to the North Atlantic service under her new name *Napoli*. For the next year or two this service was undertaken by the *Napoli* and *Ancona*.

During 1912 the Company arranged nine sailings to New York, where nearly 14,000 passengers were landed. The independently-owned *Sicula Americana*, which was running between Palermo, Messina, Naples and New York, carried nearly 17,000 passengers during the course of 16 voyages. It was making serious inroads into the Italia Line's business, and in June 1913, therefore, the latter transferred its head office from Genoa to Naples, the belief being held that this move would assist in meeting the new competition.

The *Ancona* fell a victim to an Austrian submarine in November 1915. The Company's New York fleet was thus reduced to one ship, the *Napoli*, and the loss of the *Ravenna* in April 1917 left the South American service with three. This depletion of the Company's fleet combined with the exceptional conditions prevailing as a result of the war and the likelihood of increased competition from the *Sicula*

Americana after the war prompted the formation, on August 19th 1917, of "Transoceanica" Società Italiana di Navigazione, which absorbed Italia, the Sicula Americana and the latter's parent concern, the Peirce Line.

1. 1908 *Ancona*  
8,885. 482 × 58. 1-2. 2S-T6-14 (Workman Clark). Launched 1907 (19/9). 1908 (23/4) M/V Genoa-Naples-Palermo-New York-Philadelphia. 1915 (7/11) torpedoed in Mediterranean by Austrian submarine (206).
2. 1908 *Verona*  
8,886. Ditto. 1908 (May) M/V Genoa-Naples-Palermo-New York-Philadelphia. 1913 taken over by N.G.I. 1918 (11/5) sunk near Punta Pellaro.
3. 1908 *Taormina*  
8,921. Ditto. (Henderson). Launched 1908 (15/2). 1908 (June) M/V Genoa-Naples-Palermo-New York-Philadelphia. 1912 became *Taormina* (Lloyd Italiano) (*q.v.*).
4. (1913) *Napoli*  
9,210. 470 × 57. 1-4. 2S-T6-14 (Palmers). Built 1899 as *British Prince* (British Shipowners). 1906 became *Sannio* (N.G.I.) (*q.v.*). 1917 taken over by Transoceanica (*q.v.*). 1918 (Nov.) collision in North Atlantic.

FUNNEL: Yellow.

FLAG: Blue cross with white border; blue upper quarter at hoist with red "I" in a white six-pointed star; other quarters yellow.

## Chapter 137

1908-14

### HELLENIC TRANSATLANTIC STEAM NAVIGATION COMPANY LTD.

(GREEK)

THIS little-known North Atlantic line purchased the 6,000 ton twin-screw passenger steamers *Moraitis* and *Athinai* from D. G. Moraitis in 1908. The former was renamed *Themistocles*, and both continued in service between Patras, Piraeus and New York until 1914, when they were acquired by the National Steam Navigation Company Limited of Greece, which had started operations in a small way on the same route in 1909.

(For details of fleet see chapter 133 (Moraitis Line).)



## Chapter 138

1909-35

NATIONAL STEAM NAVIGATION COMPANY LIMITED  
OF GREECE

("NATIONAL GREEK LINE")

(GREEK)

## BYRON STEAMSHIP COMPANY LIMITED

(BRITISH)

THE NATIONAL STEAM NAVIGATION COMPANY LIMITED of Greece was founded by the firm of Embiricos Brothers, and is widely believed to have been the pioneer Greek North Atlantic steamship line, whereas in fact it was the third. The mistake is not surprising as the first did not remain in operation for much more than a year, the second then acquired its two passenger steamers, which were in turn taken over by this, the third company, some six years later.

The National Line's first move was to place an order in England for the 4,390 ton twin-screw *Patris*, which left Patras and Piraeus in April 1909 on her maiden voyage to New York. She was smaller and slower than the two ships owned by the rival Hellenic Transatlantic Steam Navigation Company, but neither of these criticisms could be levelled against the 6,333 ton *Macedonia*, which joined her in April 1912 and was then the largest ship in the Greek mercantile marine.

Shortly after the declaration of war by Greece on Turkey in October 1912 the *Macedonia* was taken up by the Greek Government as an armed cruiser, and a few weeks later was set on fire and sunk by a Turkish warship in the harbour of Syra.

Following the signing of the Treaty of London in May 1913 the Company took energetic steps to replace the *Macedonia* and generally increase the size of their fleet. Orders were accordingly placed in England for two appreciably larger ships, and two ships that had seen much service on other routes were purchased and renamed *Ioannina* and *Thessaloniki*. In addition, the *Athinai* and *Themistocles* were acquired from the Hellenic Transatlantic Steam Navigation Company, whose service was withdrawn.

The outbreak of World War I resulted in the suspension of work on the first of the new ships, the *Vasilefs Constantinos*, and she lay uncompleted in her builder's yard until after the Armistice. The second ship, the *Vasilissa Sophia*, was, however, taken over by the British Government, completed in 1917 and placed under the management of the Union-Castle Line. She was renamed *Leasowe Castle*, and was torpedoed a year later with heavy loss of life.

The Company suffered three serious losses during the war—the *Athinai* was destroyed by fire, the *Thessaloniki* was abandoned at sea and the *Ioannina* torpedoed and sunk by a German submarine, leaving only the *Patris* and *Themistocles* in commission. In the

meanwhile, however, a British-owned subsidiary, the BYRON STEAMSHIP COMPANY LIMITED, was registered in London and acquired four 6,000 ton cargo steamers.

Work was resumed on the *Vasilefs Constantinos* after the Armistice, but when this 9,000 ton ship was completed in 1920 her name had been changed to *Megali Hellas* as the pro-German activities of King Constantine had brought his name into disrepute.

The Byron Line now enters into the picture as its British registry enabled it to purchase ex-German tonnage. The first ship to be acquired was the 16,000 ton ex-Hamburg American *Cleveland*, which was renamed *King Alexander* and was followed by the ex-N.D.L. *Bremen*, which became the *Constantinople*. Sailings of the British and Greek flag ships were freely intermingled. The itineraries of all were extended to include calls at Constantinople and Constanza or at Smyrna, Beirut, Port Said and Alexandria.

The *King Alexander* was sold at a profit in 1923, but the name was retained by rechristening the *Constantinople*. The *Patris* had already made her last North Atlantic voyage and the *Themistocles* was withdrawn soon afterwards. For purposes of convenience the *Megali Hellas* became the Byron Line *Byron*. At a later date the Byron Line purchased the Orient Line *Omar* and the Anchor Line *Columbia*, which were renamed *Edison* and *Moreas* respectively.

All these second-hand ships were long past their prime and therefore costly to run. In addition, the United States immigration restrictions brought about a drastic reduction in passenger business. Financial results were most disappointing. In consequence the *King Alexander* (ex-*Constantinople*) was scrapped, and as there was no longer any advantage to be gained by running under the British flag the passenger ships were transferred, one by one, from the Byron Line to the National Steam Navigation Company. The last of these transfers took place in 1929. After continuing for a further spell as a cargo-carrying concern, the Byron Line faded out in 1932-33.

The National Steam Navigation Company sold its last passenger steamer, the *Edison*, to Italy in 1935. For the next four years no Greek passenger ships were concerned with the North Atlantic steamship trade.

1. 1909 *Patris*  
4,390. 370×47. 2-2. 2S-T6-13 (Northumberland). (I-60; III-1,300). 1909 (2/4) M/V Patras-New York. 1920 L/V Piraeus, etc.-New York.
2. 1912 *Macedonia*  
6,333. 422×51. 2-2. 2S-Q8-16 (Laing). (I & III). 1912 (5/4) M/V Patras-New York. 1912 became Greek armed cruiser. Set on fire and sunk by Turkish warship in Syra harbour.
3. (1913) *Ioannina*  
4,167. 368×46. 1-2. S-T3-12 (Barclay Curle). (I-50; III-1,750). Built 1897 as *Dunolly Castle* (Castle Line). 1905 became *Juliette* (Danish). 1906 became *Arconia* (Russian American) (*q.v.*). 1908 *Hittfeld* (German). 1913 F/V Patras-New York. 1917 (15/12) torpedoed by German submarine off Azores en route Piraeus-New York.



4. (1913) *Thessaloniki*  
4,682. 412×47. 1-3. S-T3-12 (Workman Clark). (III-1,900). Built 1890 as *City of Vienna* (British). 1913 F/V Patras, etc.—New York. 1916 abandoned in North Atlantic.
5. (1914) *Athinai*  
6,742. 420×52. 2-2. 2S-T6-15 (Raylton Dixon). Built 1908 for D. G. Moraitis (*q.v.*). 1908 acquired by Hellenic Transatlantic (*q.v.*). 1914 F/V Patras—New York. 1915 burnt in N. Atlantic.
6. (1914) *Themistocles*  
6,045. 400×50. 2-2. 2S-T6-13 (Priestman). (I & III). Built 1907 as *Moraitis* (Moraitis) (*q.v.*). 1908 became *Themistocles* (Hellenic) (*q.v.*). 1914 F/V Patras—New York. 1924 L/V ditto.
7. 1920 *Megali Hellas*  
(1924) *Byron*\*  
(1928) *Byron*†  
9,272. 470×58. 2-2. 2S-Q8-17 (Cammell Laird). Launched 1914 (9/6) as *Vasilefs Constantinos*. Building suspended during the war. 1920 M/V Piraeus—New York. 1924 became *Byron* (Byron Line). 1928 transferred to National S.N. Co. 1937 scrapped.
- *Vasilissa Sophia*  
(Never ran on North Atlantic). 1917 completed as *Leasowe Castle* (Union-Castle). 1918 (26/5) torpedoed (101).
8. (1920) *King Alexander*\*  
16,960. 589×65. 2-4. 2S-Q8-16 (B. & V.). (I-250; II-390; III-2,550). Built 1909 as *Cleveland* ("Hapag") (*q.v.*). 1917 became *Mobile* (U.S. Govt.). 1920 became *Mobile* (White Star—chartered). 1920 F/V Piraeus—New York. 1923 became *Cleveland* (United American) (*q.v.*). 1926 became *Cleveland* ("Hapag") (*q.v.*). 1933 scrapped.
9. (1921) *Constantinople*\*  
(1924) *King Alexander* (II)\*  
11,456. 525×60. 2-2. 2S-Q8-15 (Schichau). (I-345; II-314; III-1,700). Built 1897 as *Bremen* (N.D.L.) (*q.v.*). 1919 became *Bremen* (Ship Controller). 1921 F/V Piraeus—New York. 1924 renamed *King Alexander*. 1926 scrapped.
10. (1924) *Edison*\*  
(1929) *Edison*†  
11,103. 525×60. 2-2. 2S-Q8-15 (Stettin). (I-226; II-255; III-1,600). Built 1896 as *Königin Luise* (N.D.L.). 1920 became *Omar* (Orient). 1924 F/V Piraeus—New York. 1929 transferred to National S.N. Co. 1935 scrapped in Italy.
11. (1926) *Moreas*\*  
(1928) *Moreas*†  
8,497. 485×56. 3-2. 2S-T6-16 (Henderson). (I-340; II-220; III-740). Built 1902 as *Columbia* (Anchor) (*q.v.*). 1926 F/V Piraeus—New York. 1928 transferred to National S.N. Co. 1929 scrapped in Italy.

\*—Byron Line steamer (British flag).

†—Transferred to National S.N. Co. (Greek flag).

#### NATIONAL S.N. CO. LTD.

FUNNEL: Buff; broad replica of houseflag below black top.

FLAG: Blue with white saltire; white ball in centre with blue "E".

#### BYRON LINE

FUNNEL: Buff; broad replica of houseflag below black top.

FLAG: White with blue saltire-type device; red ball in centre with blue "E".

## Chapter 139

1909-11

## THOMSON LINE

(BRITISH)

THE THOMSON LINE can be traced back to the year 1849, when William Thomson of Dundee acquired the schooner *Catherine*.

Nearly half a century previously, however, his father, Captain William Thomson, of Pittenweem, took over the first of a number of small sailing ships, in one of which, the *Christian*, he lost his life in 1829 when the ship foundered with all hands.

William Thomson Junior purchased his first steamer, the *Strathtay*, in 1871, followed in 1873 by the *Seagull* and in 1877 by the 1,340 ton *Strathtay* (II), which was the first of many orders placed by him with Gourlay Brothers & Company of Dundee. She was lost or sold within a few months, but was replaced early in 1878 by the 1,802 ton *Barcelona*. The 1,953 ton *Avlona* and the 3,714 ton *Carmona* were commissioned in 1880-81, and from then onwards all succeeding steamers had an alphabetical sequence of names except when there were gaps to be filled.

Few details are available about the early activities of the Company's steamers, but an advertisement of 1882 indicated that the *Barcelona* would load in the Mediterranean in April for Montreal.<sup>1</sup> In the following year the *Avlona* was scheduled to sail from Marseilles for Montreal on March 20th<sup>2</sup> and the *Carmona* from the Tyne to Montreal on April 20th.<sup>3</sup> At that time the Newcastle agents were Fisher, Renwick & Co., but not long afterwards were superseded by Cairns, Noble & Co.

William Thomson's sons, William and David Couper, were admitted into partnership in 1884, the title of the firm becoming "Wm. Thomson & Sons". A third son joined the firm four years later. In 1884 also, the 1,900 ton *Dracona* and *Escalona* were added to the fleet, followed by the 3,000 ton *Fremona* and *Gerona* in 1887-88. The *Barcelona* had a serious mishap in 1890. She was sold to the Canada & Newfoundland Line of Steamers, the goodwill of which was purchased by Furness Withy in 1898. She then carried 20 first class passengers, but it is believed that in Thomson days she, as well as some of the other steamers, carried a considerable number of steerage passengers in addition.

In 1898, for the first time, a good many details are available about the activities of the various ships. The *Arona*, *Cervona*, *Devona*, *Escalona*, *Fremona*, *Hurona*, *Iona* and *Kildona* were running from

(1) *Shipping & Mercantile Gazette*, 3/2/82.

(2) *Le Sémaphore de Marseille*, 27/2/83.

(3) *Shipping & Mercantile Gazette*, 20/3/83.



Newcastle to Quebec and Montreal in summer and to Portland in winter, returning to London and Newcastle. The *Bellona* made at least one voyage from Palermo and other Mediterranean ports to Quebec and Montreal. The *Arona*, *Bellona*, *Cervona* and *Devona* were replacements of ships whose names started with the same letters. The *Gerona* had been wrecked on Seal Island in January 1898.

On the outbreak of the Boer War the *Devona*, *Hurona* and *Kildona* were sent to New Orleans and the *Fremona* and *Iona* to Naples to load mules for South Africa. The *Iona* and *Kildona* subsequently proceeded to Buenos Aires for the same purpose.

The firm of Wm. Thomson & Sons was purchased in 1907 by the Cairn Line of Steamships Limited, (whose managers, Cairns, Noble & Co. Ltd., had for many years past acted as the Company's Newcastle agents) together with the steamers *Bellona*, *Cervona*, *Devona*, *Fremona*, *Hurona*, *Iona*, *Jacona* and *Latona*. The name "Thomson Line" was retained.

An early decision was made greatly to extend the Company's passenger-carrying activities, and with this in view the 7,640 ton twin-screw *Consuelo* was purchased from the Wilson Line in 1909, her accommodation for 11 passengers being increased to 50 first class and about 800 third. She was placed in service between Newcastle, London and Canada as the *Cairnrona*. In the meanwhile the 7,900 ton *Tortona* had been laid down by Swan, Hunter & Wigham Richardson. She was launched in August 1909 and completed two months later. Apart from carrying an increased number of third class she had much in common with the *Cairnrona*.

In August 1910 the *Tortona* inaugurated a new service from London and Southampton to Quebec and Montreal (to Portland in winter). She was joined by the *Cairnrona*, and a third and larger ship, the *Gerona*, was under construction. Speaking at a luncheon on board the *Tortona* at Southampton, Mr. Russell Cairns of Cairns, Noble & Co. intimated that the Southampton call had been added by reason of a new treaty between the French and Canadian Governments whereby a rebate would be allowed on goods shipped through a British port to a Canadian port.<sup>1</sup>

The *Gerona* was launched in March 1911. It was announced almost simultaneously that she and her two completed consorts had been purchased by the Cunard Line, who continued to operate them between London, Southampton and Canada, thereby renewing their associations with Canada, which had been severed as long previously as 1867 by the withdrawal of the Halifax call in connection with their Liverpool-Boston service. This purchase did not affect the Thomson Line cargo sailings between Newcastle and Canada. They are still in operation to-day under the description "Cairn-Thomson Line", and are undertaken by a modern fleet of steamers, many of which have comfortable accommodation for 12 passengers.

(1) *The Times*, 20/8/10.

1. (1909) *Cairnrona*  
7,640. 461 × 52. 1-4. 2S-T6-11 (Swan & Hunter). (I-50; III-800). Built 1900 as *Consuelo* (Wilson) (*q.v.*). 1909 F/V Newcastle-London-Canada. 1910 F/V London-Southampton-Quebec-Montreal. 1911 became *Albania* (Cunard) (*q.v.*). 1912 *Poleric* (Bank Line). 1929 sold to Japan.
2. 1909 *Tortona*  
7,907. 451 × 54. 1-4. 2S-T6-12 (Swan, Hunter & Wigham Richardson). (I-50; III-1,000). Launched 1909 (18/8). Trials completed 1909 (18/10). 1909 M/V Newcastle-London-Canada. 1910 (20/8) F/V (London)-Southampton-Quebec-Montreal. 1911 became *Ausonia* (Cunard) (*q.v.*). 1918 (30/5) torpedoed in Atlantic (44).
- ——— *Gerona*  
9,111. (Never commissioned by Company—see Cunard *Ascania*.)

FUNNEL: Red; black top.

FLAG: Four blue and white quarters.

## Chapter 140

1910-16

### CANADIAN NORTHERN STEAMSHIPS LIMITED

(ROYAL LINE)

(BRITISH)

IN 1909, six years after the successful entry of the Canadian Pacific into the North Atlantic steamship trade, the Canadian Northern Railway System decided to start a service of their own between Avonmouth and Canada. The time was propitious inasmuch as they were able to purchase cheaply two large steamers which had been built in 1907 by Fairfield's of Glasgow for a short-lived British-owned express service between Marseilles and Egypt. A new company, CANADIAN NORTHERN STEAMSHIPS LIMITED, was formed and the two ships in question—the *Cairo* and *Heliopolis*—were refitted on the Clyde to bring them up to North Atlantic standards. They reappeared in the spring of 1910 as the 11,100 ton *Royal Edward* and *Royal George* respectively—hence the nickname ROYAL LINE, which was frequently applied to the Company.

The service was opened by the *Royal Edward*, which left Avonmouth (Bristol) in May 1910 with some 750 passengers. She made a fast trip of 5 days 22 $\frac{3}{4}$  hours to Father Point, Quebec, her average speed during one period of 24 hours being nearly 21 knots. The *Royal George* followed two weeks later, and the ships maintained a fortnightly service to Quebec and Montreal until November 22nd 1910, when the winter service to Halifax (Nova Scotia) came into operation.

A third ship, the 3,600 ton *Volturno*, had been purchased by the Company and was to have been renamed *Royal Sovereign*. Instead, she retained her name and was chartered to the Uranium Steamship



Company to run between Rotterdam and New York as a consort to their *Uranium* and *Campania* (later renamed *Campanello*).

The *Royal Edward* and *Royal George* were taken up as transports within a few months of the outbreak of World War I, and the former was sunk by a German submarine in the Aegean Sea in August 1915. In their places the *Campanello* and *Principello* were detailed to the Avonmouth-Canada service. The latter was a replacement of the *Volturmo*, which had been destroyed by fire at sea in 1913.

It was announced early in 1916 that the *Royal George*, *Campanello*, *Principello* and *Uranium* had been purchased by the Cunard Line, who at the time were very short of tonnage and were anxious to prepare the ground for a further expansion of their Canadian activities after the war. There was no opportunity to rename the *Royal George*, but the other three became the *Flavia*, *Folia* and *Feltria* respectively and were all lost by enemy action in 1917-18.

The *Royal George* ran for the Cunard Line for a year or two after the Armistice—at first from Liverpool and later from Southampton. She did not, however, come up to the standard of the Company's other ships and at the first opportunity was converted into an emigrant depot ship at Cherbourg. She was scrapped in 1922.

(N.B. The Canadian Northern Railway System is now part of the Canadian National System.)

1. (1910) *Royal Edward*  
11,117. 526×60. 2-2. 3S-ST-19 (Fairfield). Built 1907 as *Cairo* (British). 1910 (12/5) F/V Avonmouth-Quebec-Montreal. 1914 became a transport. 1915 (14/8) torpedoed in Aegean Sea (over 1,000).
2. (1910) *Royal George*  
11,146. Ditto. Built 1907 as *Heliopolis* (British). 1910 (26/5) F/V Avonmouth-Quebec-Montreal. 1914 became a transport. 1916 sold to Cunard (*q.v.*). 1922 scrapped.

FUNNEL: Yellow; blue top.

FLAG: Blue and white pennant divided vertically; horizontal red stripe on the blue with white saltires above and below; red ball on the white.

## Chapter 141

1910-14

### URANIUM STEAMSHIP COMPANY

(BRITISH)

THE URANIUM STEAMSHIP COMPANY was founded in 1910, and obtained its name from the 5,000 ton *Uranium*, which, a year previously, had been running as such for the short-lived Northwest Transport Line,<sup>1</sup> but had spent most of her earlier career as

(1) *New York Herald*, 20/7/09.

the *Avoca*. The Company was controlled by Canadian Northern Steamships Limited (Royal Line). The *Uranium* and succeeding units of the fleet were registered in the name of H. W. Harding.

The 9,300 ton *Campania* was purchased from the Navigazione Generale Italiana, and the 3,600 ton *Volturmo* chartered from Canadian Northern Steamships. Like the *Uranium*, the *Volturmo* had been running for the Northwest Transport Line. It had originally been intended to rename her *Royal Sovereign* in conformity with her owners' system of nomenclature, and from this it can be inferred that at one time they had proposed to operate her themselves.

The *Uranium*, *Volturmo* and *Campania* sailed once a fortnight between Rotterdam and New York, an intermediate call being made at Halifax westbound. They carried first and third class passengers and cargo.<sup>1</sup> In 1911 the *Campania* was renamed *Campanello*.

The *Volturmo* was destroyed by fire in the North Atlantic in October 1913, and in spite of heroic efforts by the Cunarder *Carmania* and a number of other well-known North Atlantic liners well over 100 of her passengers and crew lost their lives. She was replaced by the 6,600 ton *Principe di Piemonte* of the Lloyd Sabaudo, which was renamed *Principello*.

The Uranium Company's continental service was abandoned at the outbreak of World War I in August 1914. For a time the *Campanello* and *Principello* replaced the *Royal Edward* and *Royal George*, which had been taken up as troopships, in the Royal Line's Avonmouth-Canada service, but in 1916 they and the *Uranium* were purchased by the Cunard Line. They were suitably renamed, but all three were lost in 1917-18.

# 1. (1910) *Uranium*

5,183. 420 × 48. 1-3. S-Q4-14 (Denny). Built 1891 as *Avoca* (British India). 1896 became *San Fernando* (Cia Trasatlantica—chartered). 1896 reverted to *Avoca*. 1908 ran for New York and Continental Line (*q.v.*). 1909 became *Uranium* (Northwest Transport Line). 1910-14 ran Rotterdam-New York for Uranium. 1916 became *Feltria* (Cunard) (*q.v.*). 1917 (5/5) torpedoed.

## 1a. (1910) *Volturmo* (c)

3,581. 340 × 43. 1-2. 2S-T6-14 (Fairfield). Built 1906. 1908 ran for New York & Continental Line (*q.v.*). 1909 ran for Northwest Transport Line. 1910 purchased by Canadian Northern Steamships, who originally intended to rename her *Royal Sovereign*. 1910 F/V Rotterdam-New York. 1913 (9/10) destroyed by fire at sea (136).

# 2. (1910) *Campania*

## (1911) *Campanello*

9,285. 470 × 57. 1-4. 2S-T6-14 (Palmer). Built 1902 as *British Empire* (British Shipowners). 1906 became *Campania* (N.G.I.) (*q.v.*). 1910-14 Rotterdam-New York service. 1916 became *Flavia* (Cunard) (*q.v.*). 1918 (24/8) torpedoed off Tory Island.

(1) *New York Herald*, July/August 1910 (many dates).



3. (1913) *Principello*

6,560. 430 × 53. 2-2. 2S-T6-15 (Laing (Sunderland) ). Built 1907 as *Principe di Piemonte* (Lloyd Sabaudo) (*q.v.*). 1913-14 Rotterdam-New York service. 1916 became *Folia* (Cunard) (*q.v.*). 1917 (11/3) torpedoed off Waterford (7).

FUNNEL: Black.

## Chapter 142

1913

## DEN NORSKE AMERIKALINJE A/S

(NORWEGIAN AMERICA LINE)

(NORWEGIAN)

**E**XCEPT for a period of about five years during the early 1870's when the short-lived Norse American Line was running between Bergen and New York, it was not until 1913 that passengers had the opportunity of travelling by a Norwegian-owned steamship service between Norway and the United States.

The dissolution of the union between Norway and Sweden in 1905 was responsible, more than anything else, for awakening a desire to re-establish the Norwegian flag on the North Atlantic, but there were many delays and many financial obstacles to be overcome before finally, on August 27th 1910, a meeting was called and DEN NORSKE AMERIKALINJE A/S (*i.e.*, NORWEGIAN AMERICA LINE) formed. A considerable part of the Company's capital was subscribed by Americans of Norwegian descent.

In November 1911 the Company signed a contract with Cammell Laird of Birkenhead for the building of their pioneer unit, a second and similar contract being awarded the same firm a month later. The service was opened by the 11,000 ton *Kristianiafjord*, which sailed from Christiania (Oslo) on June 4th 1913 and Bergen on June 7th for New York. She was given a rousing send-off, and to lend distinction to the occasion the King of Norway and many prominent members of his Government accompanied her on the coastal voyage from Christiania to Bergen. Her sister ship, the *Bergensfjord*, joined her in the following September.

The outbreak of World War I in August 1914 brought the Company many problems, not the least of which was the clearance of the ships through the Allied blockade. Both belligerents, however, appreciated the importance of maintaining neutral services and the continuity of the Company's sailings was seldom in danger, although



1914                      *Leviathan*                      59,956 tons  
 Originally the Hamburg American *Vaterland*. For many years  
 the flagship of the United States Lines. Scrapped 1934. (158-14)                      UNITED STATES LINES

*facing page 480*

1932                      *Manhattan*                      24,289 tons  
 Sister ship *Washington*. Famous United States Lines ships  
 of pre-World War II days. Now a transport.                      (158-23)  
 UNITED STATES LINES







1951                      *Independence*                      23,719 (29,500) tons

With a sister ship, the *Constitution*, maintains a frequent "express" service between New York, Genoa and Naples. (146-9)

AMERICAN EXPORT LINES

*facing page 481*

1940                      *America*                      33,532 tons

An improved *Manhattan* and *Washington*. Built to replace *Leviathan* and entered North Atlantic trade in 1946. (158-25)

UNITED STATES LINES



both the *Kristianiafjord* and *Bergensfjord* made two trips without passengers after the entry of the United States into the war in 1917.

No fewer than 11 cargo steamers were chartered by the Company to carry supplies from North America to Norway during the first few weeks of hostilities, and before the end of the year three 7,500 ton freighters and a small coasting ship were purchased outright. Three additional freighters were acquired in 1915. As might be expected the Company made large profits during the war.

An order for a third passenger liner was placed with Cammell Laird in January 1915. This was before submarine losses had caused a dangerous shortage of British tonnage, and it was anticipated that she would be delivered in 1917. As the war progressed, however, the British Government stepped in and cancelled the contract, which was reinstated after strong representations had been made following the stranding and total loss of the *Kristianiafjord* near Cape Race in July 1917. The newcomer entered the Company's service just before the Armistice as the *Stavangerfjord*. She had a tonnage of 13,156 and was one of the earliest North Atlantic liners with a cruiser stern.

The *Stavangerfjord* and *Bergensfjord* were jointly responsible for maintaining the Company's passenger service between Oslo, Christiansand, Stavanger, Bergen and New York for a period of almost exactly 20 years. From time to time improvements were made in their appointments, and in accordance with prevailing North Atlantic custom tourist class took the place of second and first class became cabin. The ships were well patronised, and between 1913 and the outbreak of World War II the total number of westbound passengers exceeded 236,000. The eastbound total was over 182,000.

An order was placed in Germany in 1937 for the 18,673 ton motor ship *Oslofjord*, which left Oslo on June 4th 1938 on her maiden voyage to New York. Shortly afterwards the *Stavangerfjord* was extensively modernised.

The Company's ships sailed as regularly as possible during the opening months of World War II. The *Stavangerfjord* arrived at Oslo from New York in December 1939, was laid up and taken over by the Germans as a troop depot ship when Norway was invaded. The *Bergensfjord* was more fortunate as she arrived at New York from Norway on April 15th 1940, and was laid up until the following November, when she sailed for Halifax. She served as an allied troop-ship during the remainder of the war. The *Oslofjord* was also laid up at New York during the spring and summer of 1940. She left New York on October 26th for Halifax and the United Kingdom, and when nearing the Tyne on December 13th had the misfortune to encounter an acoustic mine. Although subsequently beached she became a total loss.

The *Stavangerfjord* reopened the Company's passenger service in August 1945, but the *Bergensfjord* was not recommissioned by the Company after the war and in the autumn of 1946 was sold to the



Home Lines for their South American trade. She was renamed *Argentina*. Eight of the Company's cargo steamers survived the war; others have since been added.

The 16,850 ton motor ship *Oslofjord* (II) was launched in Amsterdam on April 2nd 1949 and left Oslo on November 26th of the same year on her maiden voyage to New York. A twin-screw ship of 20 knots, she is slightly smaller but appreciably faster than the namesake she replaced. Her itinerary is Oslo-Copenhagen-Christiansand-Stavanger-Bergen-New York and *vice versa*.

The *Stavangerfjord* omits the call at Copenhagen. She is about 36 years old, and the fact that she must be nearing the end of her career is borne out by the placing of an order with Swan, Hunter & Wigham Richardson for a consort to the *Oslofjord*. Her keel was laid on June 1st 1954, and she was launched on July 18th 1955 as the *Bergensfjord* (II) by Princess Astrid of Norway. She will have a tonnage of about 17,000.

1. 1913 *Kristianiafjord*  
10,669. 512×61. 2-2. 2S-Q8-15 (Cammell Laird). 1913 (4/6) M/V Oslo-Bergen-New York. 1917 (15/7) wrecked near Cape Race (0).
2. 1913 *Bergensfjord* (I)  
11,015. Ditto. 1913 (Sept.) M/V Oslo-Bergen-New York. 1931 (approx.) Engines converted to Q8 and low pressure ST(DR)—hydraulic gearing. 1940 (15/4) arr. New York from Norway. 1940 (Nov.) became an allied troopship. 1947 became *Argentina* (Home Lines) (*q.v.*). 1953 *Jerusalem* (Zim Lines) (*q.v.*).
3. 1918 *Stavangerfjord*\*  
13,156. 533×64. 2-2-C. 2S-Q8-16 (Cammell Laird). (I-88; II-318; III-820). Launched 1917 (May). 1918 M/V Oslo-Bergen-New York. 1924 converted to oil fuel. 1931 (approx.) cabin 147; tourist 207; III-820. Engines converted to Q8 and low pressure ST(DR)—hydraulic gearing. 1939 (20/12) arrived Oslo from New York; after invasion of Norway became troop depôt ship. 1945 (Aug.) F/V after W.W.II, Oslo-Bergen-New York. (I-122; cabin 222; tourist 335).
4. 1938 *Oslofjord* (I) (M/S)  
18,673. 564×73. 2-2-C. 2S-2SC.DA-18 (Weser (Bremen) ). 1938 (4/6) M/V Oslo-Bergen-New York. 1940 laid up at New York. 1940 (26/11) New York-Halifax-U.K. 1940 (13/12) contacted acoustic mine; beached but became total loss off Tynemouth.
5. 1949 *Oslofjord* (II)\* (M/S)  
16,844. 545×72. I-2-C. 2S-2SC.DA-19 (Netherlands (Amsterdam) ). (I-179; tourist 467). Launched 1949 (2/4). 1949 (26/11) M/V Oslo-Copenhagen-Christiansand-Stavanger-Bergen-New York.
6. — *Bergensfjord* (II) (M/S)  
17,000. 545×73. 1-2-C. 2S-2SC.DA-19 (Swan Hunter (Newcastle)). (1-120; tourist 730). Laid down 1954 (1/6). Launched 1955 (18/7).

\* Still in service.

FUNNEL: Yellow; narrow red-white-blue-white-red bands.

FLAG: White burgee; red border top and bottom; blue "N.A.L."

## Chapter 143

1915-27

## TRANSATLANTICA ITALIANA

(ITALIAN)

**I**N 1897 the Ligure Romana, which had been founded in Rome in 1894, changed its name to Ligure Brasiliano. A further change took place on July 7th 1914, when, having in the meanwhile been acquired by a group of Genoese business men, the Company became the "TRANSATLANTICA ITALIANA" SOCIETÀ ANONIMA DI NAVIGAZIONE. The share capital of 5 million lire was increased to 20 million.

The Ligure Brasiliano had purchased the 5,000 ton *Florida* and *Virginia* of the Lloyd Italiano in 1911 for their passenger and cargo service between Genoa, Naples, Brazil and the River Plate. They were renamed *Cavour* and *Garibaldi* respectively, and in 1914 opened the Transatlantica Italiana's service on the same route. The *Cavour* was sunk in collision in 1917.

Despite the fact that there were already six Italian North Atlantic lines in existence—namely, the Lloyd Sabaud, Sical Americana, Navigazione Generale Italiana and subsidiaries, La Veloce, Italia and Lloyd Italiano—the Transatlantica Italiana started a passenger and cargo service between Genoa, Naples, Palermo and New York in February 1915 with the newly-built 9,000 ton *Dante Alighieri*, which was joined before the end of the year by a sister ship, the *Giuseppe Verdi*.

Four additional ships were ordered for the South American service in 1919, the Company's share capital being increased to 100 million lire. The first of the ships, the *Cesare Battisti*, started her maiden voyage in September 1922, and was followed by the *Nazario Sauro*, *Ammiraglio Bettolo* and *Leonardo da Vinci*. The *Ammiraglio Bettolo* was sold almost at once, and the completion of the fourth ship in 1926 enabled the Company to dispose of the *Garibaldi*.

By this time traffic had decreased to an alarming extent. Heavy losses were incurred, and in consequence the Company's capital was reduced to 50 million lire, the New York service was withdrawn and the *Dante Alighieri* and *Giuseppe Verdi* sold to Japan. In 1930 the share capital was further reduced to 10 million lire. A year later the Company was wound up. Latterly its activities had been confined to the Mediterranean.

1. 1915 *Dante Alighieri*  
9,754. 483 × 59. 2-2. 2S-Q8-16 (Esercizio Baccini (Genoa) ). Launched 1914 (28/11). 1915 (15/2) M/V Genoa-Naples-Palermo-New York. 1927 became *Asahi Maru* (Japanese).
2. 1915 *Giuseppe Verdi*  
9,757. 483 × 60. 2-2. 2S-Q8-16 (ditto). Launched 1915 (2/8). 1915 (7/11) M/V Genoa-Naples-Palermo-New York. 1927 became *Yamata Maru* (Japanese).

FUNNEL: Red with white star; black top.

FLAG: Red burgee; in centre, white star within golden oak wreath; "T" and "I" on either side in black.



## Chapter 144

1915

## SVENSKA AMERIKA LINIEN

(SWEDISH AMERICAN LINE)

(SWEDISH)

1915. Rederiaktiebolaget Sverige-Nordamerika

1925. Aktiebolaget Svenska Amerika Linien

THE SWEDISH AMERICAN LINE dates back to November 30th 1914, when the REDERIAKTIEBOLAGET SVERIGE-NORDAMERIKA was formed to run a passenger and cargo service between Gothenburg and New York. The fact that the Company came into existence during World War I assisted rather than handicapped it, as Sweden's position of neutrality provided ample scope for a new service, particularly as the German lines were at a complete standstill.

The Company's chief problem was to acquire the necessary ships to start the service. The choice was very limited as no Swedish shipyard was then capable of turning out ships of the required size and standard, British yards were far too busy with Government orders to be of help, and it could hardly be expected that Britain and her allies would allow ships purchased in Germany, whether new or second-hand, to pass through the blockade. The difficulty was partly overcome by the purchase of the 12,700 ton twin-screw *Potsdam* from the Holland America Line, who might well have refused to sell had they been able to foresee that a much larger ship, then nearing completion, would never sail under their houseflag.

The *Potsdam* had been built in 1900 by Blohm & Voss of Hamburg, and was a sister ship of the Belfast-built *Noordam* and *Rijndam*. She was renamed *Stockholm* (I), and opened the Company's service on December 11th 1915, when she left Gothenburg for New York. A one-ship North Atlantic service has seldom proved satisfactory, but in this case there was no alternative and the exceptional conditions then prevailing enabled huge profits to be earned. Nor was the period immediately following the Armistice an opportune one for acquiring further tonnage, but the 11,000 ton ex-Allan liner *Virginian* had become superfluous to the requirements of her new owners, Canadian Pacific Ocean Services Ltd., and the Swedish Company purchased her early in 1920. She was renamed *Drottningholm* and two years later was re-engined in Sweden with single-reduction geared turbines. During her absence the Company chartered the Holland America *Noordam*, which was renamed *Kungsholm* (I), and remained in the service long after the return of the *Drottningholm*. She did not revert to her original name, and the Netherlands flag, until December 1924.

In the meanwhile the Company had gone to Armstrong Whitworth of Newcastle for their first new ship—the 18,000 ton motor ship *Gripsholm*, which was the first passenger motorship to run on the North Atlantic. Unlike most of her successors she had the silhouette of a typical pre-1914 steamer. She left Gothenburg in November 1925 on her maiden voyage to New York. During the same year, the REDERIAKTIEBOLAGET SVERIGE-NORDAMERIKA changed its name to AKTIEBOLAGET SVENSKA AMERIKA LINIEN.

The success of the *Gripsholm* prompted the Company to order a second motor ship, this time from Blohm & Voss, of Hamburg, who completed the 21,500 ton *Kungsholm* (II) in the autumn of 1928, thereby enabling the *Stockholm* to be retired.

During the years preceding World War II, the *Kungsholm* was extensively employed on winter cruises from New York, and the *Gripsholm* became well-known in the United Kingdom on account of her annual cruise to South America. In accordance with the prevailing custom both ships then carried cabin, tourist and third class passengers instead of first, second and third, as formerly. A third and much larger motor ship, the 28,000 ton *Stockholm* (III) was nearing completion at the outbreak of hostilities. She was a replacement of a ship of similar name that had been launched at Trieste in May 1938 and destroyed by fire whilst fitting out. The new ship was taken over in 1942 by the Italian Government, who employed her as the troopship *Sabaudia*. She was sunk at Trieste during the closing stages of the war.

The *Kungsholm* was sold to the U.S.A. in 1942. The *Gripsholm*, and more particularly the *Drottningholm*, became famous as "mercy" ships during the war and in the immediate post-war period, no fewer than 25,000 prisoners-of-war and civilian internees being carried by the ships under the auspices of the International Red Cross. Both resumed unrestricted North Atlantic sailings for the Company in March 1946.

But for the war the *Drottningholm* would have been retired when the *Stockholm* (III) entered service. At the time of her return to the North Atlantic in 1946 she was over 40 years old, and easily the oldest passenger liner in the trade. It was realised that her return was only a temporary expedient, and in the autumn of 1946 it was announced that she had been sold to the Home Lines of Genoa, in which the Swedish American Line has a financial interest. The transfer did not take place at once, and in fact was not effective until the new *Stockholm* (IV), launched in Sweden in September 1946, was ready for service. At this time there was no apparent likelihood of the *John Ericsson* (ex-*Kungsholm*) returning to Swedish American service. However, she was seriously damaged by fire in New York harbour in March 1947, and a few months later was repurchased by the Company. She left New York for Genoa in December 1947 to be repaired at the Ansaldo shipyard, but was resold almost at once to the Home Lines at cost price.



The *Drottningholm* made her 440th and last crossing under the Swedish American flag in February 1948. On the 21st of that month the 11,700 twin-screw motor ship *Stockholm* left Gothenburg on her maiden voyage to New York. The *Gripsholm* and *Stockholm* carried a total of 33,000 passengers to and from New York in 1948, which, although 10,000 fewer than the Company's total for the previous year, was in the light of prevailing conditions considered satisfactory.

In 1950 the Company placed an order in Holland for the 22,000 ton motor ship *Kungsholm* (III), which entered service in November 1953 and thereby enabled the *Gripsholm* to be sold to Germany.

At the present time the Company's North Atlantic service is being maintained by the *Kungsholm* and *Stockholm*. The latter is, however, rather on the small side, and it came as no surprise when, in September 1954, it was announced that a 24,000 ton motor ship was to be laid down in Italy. She will be named *Gripsholm* (II), and should prove herself a worthy consort to the *Kungsholm*. Arrangements have been made for the *Stockholm* to run for the Danish-America Line (chapter 182) as from February 1956.

1. (1915) *Stockholm* (I)  
12,606. 550 × 62. 1-2. 2S-T6-15 (Blohm & Voss (Hamburg) ). (I-282; II-210; III-1,800). Built 1900 as *Potsdam* (Holland America) (*q.v.*). 1915 (11/12) F/V Gothenburg-New York. 1929 became *Solglimt* (Norwegian whaling depot ship). 1944 sunk at Cherbourg by Germans.
2. (1920) *Drottningholm*  
11,182. 520 × 60. 1-2. 3S-ST-18 (Alexander Stephen). (I-426; II-286; III-1,000). Built 1905 as *Virginian* (Allan) (*q.v.*). 1920 (May) F/V Gothenburg New York. 1922 new single-reduction geared turbines. 1946 (March) F/V after W.W.II. Gothenburg-New York. 1948 became *Brasil* (Home) (*q.v.*) 1951 renamed *Homeland*. 1955 sold; scrapped at Trieste.
- 2a. (1922) *Kungsholm* (I) (c)  
12,528—details as (1) (Harland & Wolff). Built 1902 as *Noordam* (Holland America) (*q.v.*). 1922 (March) F/V Gothenburg-New York. 1924 (Dec.) reverted to *Noordam* (Holland America). 1927 sold; 1928 scrapped in Holland.
3. 1925 *Gripsholm* (I) (M/S)  
17,993. 561 × 74. 2-2. 2S-4SC.DA-16 (Armstrong Whitworth (Newcastle) ). (I-127; II-482; III-948). 1925 (21/11) M/V Gothenburg-New York. 1946 (March) first commercial voyage after W.W.II, New York-Gothenburg. 1953 (29/12) L/V Gothenburg-New York. 1954 (Jan.) became *Gripsholm* (Bremen-Amerika Linie—see N.D.L.). 1955 (Jan.) renamed *Berlin* (ditto).
4. 1928 *Kungsholm* (II) (M/S)  
21,532. 595 × 78. 2-2. 2S-4SC.DA-17 (Blohm & Voss (Hamburg) ). (I-115; II-490; III-970). 1928 (24/11) M/V Gothenburg-New York. 1942 became *John Ericsson* (U.S.). 1947 damaged by fire at New York. 1948 became *Italia* (Home Lines) (*q.v.*).
- — — *Stockholm* (II) (M/S)  
28,000. 642 × 83. 2-2-C. 3S-4SC.DA-19 (Riuniti (Trieste) ). Launched 1938 (May). Destroyed by fire whilst fitting out; scrapped.

- *Stockholm* (III) (M/S)  
28,000. Ditto. (Never ran for Company). Launched 1940 (10/3). 1942 became *Sabaudia* (Italian). 1944 (6/7) sunk by bombing at Trieste; later refloated. 1949-50 scrapped.
5. 1948 *Stockholm* (IV)\* (M/S)  
11,700. 510×67. 1-2-C. 2S-2SC.SA-19 (Götaverken (Gothenburg) ). (I-113; tourist 282). Launched 1946 (9/9). 1948 (21/2) M/V Gothenburg-New York. 1955 I reduced to 20.
6. 1953 *Kungsholm* (III)\* (M/S)  
22,071. 588×77. 2-2-C. 2S-2SC.SA-19 (De Schelde (Flushing) ). (I-176; tourist 626). Launched 1952 (18/4). 1953 (24/11) M/V Gothenburg-New York.
7. — *Gripsholm* (II) (M/S)  
24,000 (Ansaldo (Genoa) ). (I-230; tourist 600). Building.

\* Still in service.

FUNNEL: Yellow; blue ball with three golden crowns.

FLAG: White; large blue ball with three golden crowns.

## Chapter 145

1917-21

### TRANSOCEANICA

(ITALIAN)

THE "TRANSOCEANICA" SOCIETÀ ITALIANA DI NAVIGAZIONE was founded by the Navigazione Generale Italiana in Naples on August 19th 1917, and absorbed the Sicola Americana, Peirce Line and Italia. It acquired a fleet of 13 ships, namely, the passenger steamers *San Giorgio*, *San Giovanni* and *San Guglielmo* (Sicola Americana); *Brasile*, *Italia*, *Napoli* and *Toscana* (Italia); *Masaniello* (ex-Italia) (Peirce Brothers); the cargo steamers *Dinnamare*, *Posilipo* and *Sicania* (Peirce Brothers) and the *Milazzo* and *Volturno* (N.G.I.). In addition the 11,000 ton *San Gennaro*, which had been launched for the Sicola Americana in October 1915, was delivered in November 1917.

Of these 14 ships the *Milazzo*, *Volturno*, *San Guglielmo*, *Napoli* and *Toscana*, in that order, were lost during 1917-18. The first two were replaced by the wartime standard cargo steamers *War Hostage* and *War Viceroy*, which were renamed with the names of their predecessors.

After the Armistice, services were operated between Italy and New York and Italy and South America. The N.G.I. was, however, short of tonnage as a result of the war and, owning as it did 85 per



cent of the "Transoceanica" share capital, absorbed the Company on August 20th 1921 and took over its fleet of 11 ships.

(For further details of fleet see *Sicula Americana*, *Italia* and *N.G.I.*)

**FUNNEL:** Yellow with narrow black band; black top.

**FLAG:** White; blue "T" in centre. Upper corner near hoist, yellow-red shield divided horizontally (the Arms of Naples); lower corner near fly, yellow cross on red shield (the Arms of Messina).

## Chapter 146

1919

### AMERICAN EXPORT LINES

(UNITED STATES)

1919. Export Steamship Corporation Inc.

1936. American Export Lines Inc.

**T**HE AMERICAN EXPORT LINES, then officially known as the EXPORT STEAMSHIP CORPORATION INC., started operations in 1919 with several "Hog Island" freighters, all of which were given names starting with "Ex". Further ships of similar type were added in 1920 and subsequently.

Until 1931 the Company's activities were concerned almost exclusively with cargo-carrying, but in that year the 9,350 ton *Excalibur*, *Exochorda*, *Exeter* and *Excambion* were completed by the New York Shipbuilding Corporation and placed in service between New York and the Mediterranean. The full itinerary was New York-Marseilles-Naples-Alexandria-Tel Aviv-Haifa-Beirut-Haifa-Alexandria-Piraeus-Naples-Leghorn-Genoa-Marseilles-Boston-New York; the round voyage took 46 days. The "Four Aces", as the ships were nicknamed, carried cargo and 125 first class passengers.

In August 1936 the Company's official title was changed from Export Steamship Corporation Inc. to American Export Lines Inc. A year later a wholly-owned subsidiary, American Export Airlines, was formed and became the first airline to offer a non-stop transatlantic service. At the end of World War II the American Civil Aeronautics Board ruled that ship operators must not run scheduled airlines and the service was, therefore, sold.

The *Exochorda* was requisitioned by the U.S. Navy in October 1940, but the three remaining "Aces" continued a New York-Mediterranean service until Pearl Harbour, December 7th 1941, when they,

too, were requisitioned and renamed. Only the *Harry Lee* (ex-*Exochorda*) survived the war and subsequently became the Turkish *Tarsus*. In addition, four of the Company's cargo steamers were lost by enemy action.

The Company's activities during the immediate post-war period were, as in their earliest days, devoted mainly to cargo. They had introduced in 1938 the first of the "Exporter" type of freighter—7,000 ton ships with a speed of 16½ knots—and many more of this class were acquired after the war, together with four "Modified Exporters" of 6,500 tons and two "Victory" ships. At the present time the Company own no fewer than 24 cargo steamers.

The troop transports *Dutchess*, *Dauphin*, *Shelby* and *Queens* were purchased by the Company in 1947 and converted to carry 125 first class passengers. Their tonnage and dimensions are very similar to those of the pre-war "Four Aces", but unlike them, all the cabins, public rooms and crew space are air conditioned. The first sailing was taken by the *Excalibur*, which left New York in September 1948 and was followed before the end of the year by the *Exochorda*, *Exeter* and *Excambion*. Thus, the names of the original "Four Aces" were revived, as was their nickname. The present itinerary varies slightly from that of pre-war days and is New York-Barcelona-Marseilles-Naples-Alexandria-Beirut-Iskenderun-Latakia-Beirut-Alexandria-Piraeus-Naples-Genoa-Marseilles-Barcelona-New York, the entire voyage taking 47 days.

No sooner had the Company commissioned these ships than they completed arrangements for two steamers of considerably more than 20,000 tons to be laid down for an express service from New York to Italy and France. Meanwhile, they chartered the 18,000 ton *La Guardia*, which made her first voyage from New York to Naples and Genoa in May 1949 and had accommodation for first class and tourist passengers. They retained possession of the ship until 1951, the itinerary being amended during the latter part of her service to New York-Gibraltar-Palermo-Naples-Piraeus-Haifa.

The new steamers, the 29,500 ton *Independence* and *Constitution*, are air conditioned throughout and accommodate 1,000 passengers in first, cabin and tourist classes. All first and cabin class cabins have private baths. On her trials the *Independence* recorded a speed of over 26 knots. She left New York on February 10th 1951 on a 53 day Mediterranean cruise, and two months later made her first express run to Gibraltar, Naples, Cannes and Genoa. The *Constitution* was detailed to the same route in the following June. In the meanwhile, Naples has superseded Genoa as the Italian terminal, the itinerary now being New York-Gibraltar-Cannes-Genoa-Naples. These fine ships should enable the Company for many years to come to maintain the prominent position it holds in the New York-Mediterranean trade.

(N.B. The American Export Lines quote the gross tonnage of the *Independence* and *Constitution* as 29,500. The figure shown in *Lloyd's Register* is 23,719.)



1. 1931 *Excalibur* (I)  
9,359. 450 × 62. 1-2. S-ST(SR)-16 (New York S.B. Corp'n. (Camden, N.J.) ). (I-125 (later 147) ). 1931 M/V New York-Mediterranean. 1941 (Dec.) became *Joseph Hewes* (U.S. Navy). 1942 (11/11) torpedoed near Casablanca.
2. 1931 *Exochorda* (I)  
9,360. Ditto. 1931 M/V New York-Mediterranean. 1940 (Oct.) became *Harry Lee* (U.S. Navy). 1946 became *Tarsus* (Turkish).
3. 1931 *Exeter* (I)  
9,360. Ditto. 1931 M/V New York-Mediterranean. 1941 (Dec.) became *Edward Rutledge* (U.S. Navy). 1952 (12/11) torpedoed near Casablanca.
4. 1931 *Excambion* (I)  
9,359. Ditto. 1931 M/V New York-Mediterranean. 1941 (Dec.) became *John Penn* (U.S. Navy). 1943 (13/8) sunk by Japanese torpedo bomber off Guadalcanal.
5. (1948) *Excalibur* (II)\*  
9,644. 452 × 66. 1-2. S-ST(DR)-17 (Bethlehem (Sparrows Point, Md.) ). (I-125). 1944 commissioned as *Dutchess* (U.S. Navy). 1947 purchased by American Export Lines. 1948 (24/9) F/V New York-Mediterranean.
6. (1948) *Exochorda* (II)\*  
9,644. Ditto. (I-125). 1944 commissioned as *Dauphin* (U.S. Navy). 1947 purchased by American Export Lines. 1948 (2/11) F/V New York-Mediterranean.
7. (1948) *Exeter* (II)\*  
9,644. Ditto. (I-125). 1945 (20/1) commissioned as *Shelby* (U.S. Navy). 1947 purchased by American Export Lines. 1948 (1/12) F/V New York-Mediterranean.
8. (1948) *Excambion* (II)\*  
9,644. Ditto. (I-125). 1944 (16/12) commissioned as *Queens* (U.S. Navy). 1947 purchased by American Export Lines. 1948 (3/12) F/V New York-Mediterranean.
- 8a. (1949) *La Guardia* (c)  
17,951. 573 × 75. 2-2. 2S-ST(DR)-19 (Federal S.B. Co. (Kearny, N.J.) ). (I-157; tourist 452). 1944 commissioned as troopship *General Wilds P. Richardson*. 1949 (27/5) F/V New York-Naples-Genoa. 1951 L/V Haifa-Piraeus-Naples-Palermo-New York (arr. 1951 (13/12)).
9. 1951 *Independence*\*  
29,500. 638 × 89. 2-1. 2S-ST(DR)-23 (Bethlehem (Quincy, Mass.) ). (I; cabin; tourist. Total 1,000). Laid down 1949 (29/3). Launched 1950 (3/6). 1951 (11/2) M/V New York-Mediterranean cruise. 1951 (12/4) F/V New York-Naples-Genoa.
10. 1951 *Constitution*\*  
29,500. Ditto. (I; cabin; tourist. Total, 1,000). Laid down 1949 (12/7). Launched 1950 (16/9). 1951 (21/6) M/V New York-Naples-Genoa.

\* Still in service.

FUNNEL: Black; broad white band edged with narrow red bands; blue "E" within. *Independence* and *Constitution* only: Buff; broad white band with red rings at top and bottom below narrow blue top.

FLAG: Red; blue "E" in white diamond.

## Chapter 147

1920-37

## COSULICH LINE

("COSULICH" SOCIETÀ TRIESTINA DI NAVIGAZIONE)

(ITALIAN)

THE brothers Callisto and Alberto Cosulich had been responsible for the formation of the *Unione Austriaca di Navigazione* in 1903, and it was fitting, therefore, that when the Company was re-established in 1919 under Italian instead of Austrian management it should have been renamed "COSULICH" SOCIETÀ TRIESTINA DI NAVIGAZIONE, particularly as the Cosulich family was still represented on the board of directors. The change of name was authorised by a decree dated May 5th 1919.

The largest of the pre-war company's ships was the 12,567 ton twin-screw *Kaiser Franz Josef I*, which was renamed *Generale Diaz* and later *Presidente Wilson*. As the latter, she had the distinction of taking the first of the resumed sailings from Trieste to New York in 1920. She was joined by the 5,526 ton *Argentina* and in 1921 by the 7,166 ton *Belvedere*, both of which had been running on the same route before the war. Unlike the *Argentina*, the *Belvedere* had only a single screw. Altogether, no fewer than 16 units of the *Unione Austriaca* fleet were placed in service by the Cosulich Line, five or more of them being purely cargo steamers.

A particularly interesting ship had come into the Company's hands in the form of the Austro-Hungarian Navy's submarine depot ship *Gaa*, originally the Hamburg American *Fürst Bismarck*, built in 1890. She was renamed *San Giusto* and was employed for a time on the North Atlantic as an emigrant carrier. She was scrapped in 1924.

The 8,312 ton *Martha Washington* had been taken over by the United States, and for a time was running for the Munson Line between New York and South America. She was purchased by the Cosulich Line in 1923 and for the next three or four years was jointly responsible with the *Presidente Wilson* for the New York service.

Before the war there had been as many as six Italian lines engaged in the transatlantic trade to North and South America. By 1924 the number had dwindled to three—the *Navigazione Generale Italiana* and *Lloyd Sabaudo* based on Genoa, and the Cosulich Line based on Trieste. The first two had already introduced a series of fast luxury steamers of 20,000 tons or more. It was only to be expected, therefore, that the Cosulich Line would follow suit. Orders were placed at Monfalcone for the 24,000 ton twin-screw motor ships *Saturnia* and *Vulcania*. The former was completed in September 1927 and was detailed to the South American service. Her sister ship was, however, assigned to the North Atlantic from the first, and from 1928 onwards both ships took part in this service. The itinerary was varied from time to time, a frequent arrangement being for one



ship to call at Naples and Lisbon and the other at Patras and Naples. At the time of her completion the *Saturnia* was the largest motor ship in the world.

So successful were these two ships that the slightly smaller *Neptunia* and *Oceania* were laid down for the South American service. They had a tonnage of 19,500, and were commissioned in 1932 and 1933 respectively, thereby enabling the older ships, including the *Presidente Wilson* and *Martha Washington*, to be sold.

The economic crisis, which started in the United States during the late 1920's and soon became world-wide, affected the shipping trade as much as any other. The Italian companies were themselves badly-hit. It was decided that the remedy lay in co-ordinating the three transatlantic lines by means of a new line "Italia-Flotte Riunite Cosulich-Lloyd Sabaudo-N.G.I.", which was formally established at Genoa on January 2nd 1932. The Cosulich Line, however, retained its separate management at Trieste and was co-ordinated rather than amalgamated, but this was only a temporary arrangement. On January 2nd 1937 the "Italia-Flotte Riunite" was liquidated and was replaced by "Italia" Società Anonima di Navigazione. This new company absorbed the Cosulich Line, whose activities from 1932 onwards were so interwoven with those of "Italia" that it seems preferable to deal with them in that chapter.

1. (1920) *Presidente Wilson*  
12,567. 477 × 62. 2-2. 2S-Q8-17 (Cantiere Navale Triestino (Monfalcone) ). Built 1912 as *Kaiser Franz Josef I* (Unione Austriaca) (*q.v.*). 1919 became *Generale Diaz*. 1920 F/V after Armistice, Trieste-New York as *Presidente Wilson*. 1929 became *Gange* (Lloyd Triestino). 1932 *Marco Polo* (ditto). 1942 torpedoed in Mediterranean.
2. (1920) *Argentina*  
5,526. 390 × 48. 1-2. 2S-T6-15 (Russell (Port Glasgow) ). Built 1907 for Unione Austriaca (*q.v.*). 1926 sold to Florio.
3. (1920) *San Giusto*  
8,430. 503 × 58. 3-2. 2S-T6-17 (Vulkan (Stettin) ). Built 1890 as *Fürst Bismarck* ("Hapag"). 1904 became *Don* (Russian Navy). Later *Moskva* (Russian Volunteer Fleet) (*q.v.*). Later *Gaa* (Austro-Hungarian Navy). 1924 scrapped.
4. (1921) *Belvedere*  
7,166. 412 × 52. 1-2. S-T3-13 (Cantiere Navale Triestino (Monfalcone) ). Built 1913 for Unione Austriaca (*q.v.*). 1921 Cabin 144; III-1,404. 1941 seized by U.S.A. at Philadelphia; renamed *Audacious*. 1944 sunk off Normandy coast.
5. (1923) *Martha Washington*  
8,312. 459 × 56. 2-2. 2S-T6-16 (Russell (Port Glasgow) ). Built 1908 for Unione Austriaca (*q.v.*). 1917 became *Martha Washington* (U.S.). 1923 purchased by Cosulich. 1928 sold to Lloyd Triestino.
6. 1927 *Saturnia* (M/S)  
23,940. 631 × 80. 1-2. 2S-4SC.DA-19 (Cantiere Navale Triestino (Monfalcone) ). Laid down 1925 (30/5). Launched 1925 (29/12). 1927 (21/9) M/V Trieste-South America. 1928 (1/2) F/V Trieste-New York. 1935 new diesel engines (21 knots). 1944 became hospital ship *Francis Y. Slinger* (U.S. Navy). 1946 (1/12) returned to "Italia"; reverted to *Saturnia*. 1947 (29/8) first N. Atlantic voyage after W.W. II.

7. 1928 *Vulcania* (M/S)  
23,970. Ditto. Launched 1926 (18/12). 1928 (19/12) M/V Trieste-New York. 1935 new diesel engines (21 knots). 1943 became U.S. transport. 1947 (20/1) first N. Atlantic voyage after W.W.II.

FUNNEL: Red with broad white band; narrow black top.

FLAG: White; two narrow red horizontal stripes at top and bottom; wide flattened "X" in green with solid top and bottom; black "C" and "L" on either side.

## Chapter 148

1920-21

### WARD LINE

(NEW YORK & CUBA MAIL STEAMSHIP COMPANY)

(UNITED STATES)

THERE was an unprecedented demand for passages between Spain and Cuba after World War I, and in order to help meet this demand the WARD LINE decided that some of their steamers sailing between New York and Havana should proceed across the North Atlantic to Vigo, Corunna, Santander, Gijon and Bilbao. The service was opened early in 1920 by the 7,600 ton twin-screw *Orizaba*, which normally carried about 300 first, 60 second and 60 third class passengers and was fitted with additional accommodation for 1,000 steerage in her 'tween decks. A sister ship, the *Siboney*, joined her, and at a later date the 6,000 ton *Black Arrow*.

The service did not remain in operation after 1921 as by this time the demand for passages was on a much-reduced scale and the old-established Compañía Trasatlantica was fully capable of dealing with all the available business, both passenger and cargo.

1. (1920) *Orizaba*  
7,582. 423 × 60. 2-2. 2S-ST(SR)-17 (W. Cramp & Sons (Philadelphia) ). (1-306; II-60; III-1,000). Built 1918. 1941 became U.S. troopship (one funnel) 1946 *Duque de Caxias* (Brazilian Navy).
2. (1920) *Siboney*  
7,582 Ditto (I-300; II-60; III-1,000). Built 1918. 1941 became U.S. troopship.
- 2a. (1920) *Black Arrow* (c)  
6,022. 409 × 53. 1-2. S-Q4-13 (Bremer Vulkan (Vegesack) ). (I; III). Built 1904 as *Rhaetia* ("Hapag") (q.v.). 1917 became *Black Hawk* (U.S. Govt.). 1919 *Black Arrow* (U.S.S.B.). 1924 scrapped.

FUNNEL: Black; two widely-spaced narrow white bands.

FLAG: White swallow-tailed pennant; black "W" in large black ring.



## Chapter 149

1920-21

## COMPAÑIA TRASMEDITERRANEA

(SPANISH)

THERE was a short-lived boom in trade between Spain and the U.S.A. at the conclusion of World War I, and in 1920 the COMPAÑIA TRASMEDITERRANEA decided to start a passenger and freight service between Barcelona, Cadiz and New York. The steamers employed were the 3,000 ton *Romeu* and *Escolano*, which ran at regular intervals for about a year.

The Compañia Trasmediterranea was founded in 1917. It is best-known to-day for its services between Barcelona and the Balearic Islands of Majorca, Minorca and Ibiza, but also maintains a service between Spain and the Canary Islands.

1. (1920) *Romeu*  
3,081. 310 × 43. 1-2. S-T3-13 (Cartagena). Built 1918.
2. (1920) *Escolano*  
3,081. Ditto. Built 1919.

## Chapter 150

1920-21

## BALTIC STEAMSHIP CORPORATION OF AMERICA

(UNITED STATES)

THE first commercial sailing by an ex-German steamer from New York to Europe after World War I took place on July 30th 1920 by the 9,700 ton twin-screw *New Rochelle*, formerly the Hamburg American *Hamburg*. Owned by the United States Shipping Board, she was under charter to the BALTIC STEAMSHIP CORPORATION OF AMERICA. Her destination was Danzig and she carried first and third class passengers.<sup>1</sup> She preceded by five days the first sailing of the better-known United States Mail Steamship Company.

On subsequent voyages the *New Rochelle* made an intermediate call at Havre. In November 1920 her first class accommodation was reclassified as "cabin".<sup>2</sup>

At the conclusion of her fourth or fifth round voyage starting from New York on January 7th 1921, the *New Rochelle* was trans-

(1) *New York Herald*, 18/7/20; 31/7/20.

(2) *New York Herald*, 18/11/20.

ferred to the United States Mail Steamship Company, for whom she made two more round voyages before being renamed *Hudson*. Nothing more was heard of the Baltic Steamship Corporation of America.

## Chapter 151

1920-21

### UNITED STATES MAIL STEAMSHIP COMPANY INC.

(UNITED STATES)

THE UNITED STATES MAIL STEAMSHIP COMPANY INC., was one of several American-owned North Atlantic lines to be established after World War I. Throughout its career it had to be content with tonnage chartered from the United States Shipping Board, although more than once there were rumours that the Company was on the point of purchasing the ships.

The Company appointed the Norddeutscher Lloyd as their general agents in Central Europe in return for the Lloyd's docks and quays at Bremerhaven being placed at their disposal under conditions equivalent to those enjoyed by the Lloyd itself. A provision was also made that the Lloyd might employ its own or chartered steamers on similar routes up to a maximum tonnage not exceeding that operated by the American concern.

The Company's first sailing was taken by the 10,000 ton ex-German *Susquehanna*, which left New York on August 4th 1920 for Bremen and Danzig. Rather more than a month later the 10,500 ton *Panhandle State* (the nickname for West Virginia) sailed from New York for Queenstown (Cobh) and London. She had been built as a U.S. Government transport, and in addition to a cargo capacity of 6,000 tons had accommodation for 78 first class passengers. After a second voyage she was joined by the *Old North State* (Carolina) and before the end of the year by the *Creole State* (Louisiana), which had a mishap and undertook only the one voyage for the Company. All three called at Boulogne as well as Queenstown on the westbound voyage. The *Blue Hen State* (Delaware) and *Centennial State* (Colorado) were added in 1921, and unlike their predecessors carried third as well as first class passengers.

The *Susquehanna* was in sole charge of the New York-Bremen-Danzig service until February 1921, when she was joined by the 10,000 ton *New Rochelle*, which had been running for the Baltic Steamship Corporation since the previous July. The 10,000 ton *Antigone* was allotted to the service in March 1921. After two round voyages the



*New Rochelle* was renamed *Hudson*, and after her first, the *Antigone* became the *Potomac*.

The 10,000 ton *Pocahontas* inaugurated a new service from New York to Naples and Genoa in February 1921. She was no newcomer to the route as before the war she had made many voyages between New York and the Mediterranean as the Norddeutscher Lloyd *Prinzess Irene*. A sister ship, the *Princess Matoika* (formerly the *Prinzess Alice*) followed a fortnight later. The Mediterranean service was withdrawn after only five round voyages, the *Princess Matoika* being transferred to the New York-Bremen-Danzig service and the *Pocahontas* laid up.

None of the ships employed by the Company greatly exceeded 10,000 tons until June 1921, when the 22,000 ton *America*, formerly the Hamburg American *Amerika*, left New York for Plymouth, Cherbourg and Bremen, returning via Southampton, Cherbourg and Queenstown. She had been converted to burn oil fuel and had accommodation for a large number of first and third class passengers. The 25,000 ton ex-N.D.L. *George Washington*, which catered for first, second and third class, joined her in August 1921, but completed only one voyage for the Company.

It had become common knowledge that the United States Mail Company was incurring enormous operational losses. In theory the Company had a capital of one million dollars, but in fact the amount subscribed did not exceed one-tenth of this sum. It is not surprising, therefore, that the position became daily more desperate and that towards the end of August 1921 the United States Shipping Board found itself with no alternative but to take over the control of the ships, which they decided to operate under the trade name UNITED STATES LINES. There was no break in the continuity of the service.

The Shipping Board had been guilty of a major blunder in entrusting such a large fleet of ships to a concern lacking in both capital and experience. It was fortunate, however, that the crash came when it did as the 19,000 ton *Mount Vernon* (ex-Kronprinzessin *Cecilie*) and *Agamemnon* (ex-Kaiser *Wilhelm II*) and the 18,000 ton *President Grant* were on the point of being chartered to the United States Mail Company.

1. (1920) *Susquehanna*  
9,959. 501 × 58. 1-4. 2S-Q8-13 (Blohm & Voss (Hamburg) ). (Cabin; III). Built 1899 as *Rhein* (N.D.L.) (*q.v.*). 1917 became *Susquehanna* (U.S. Govt.). 1920 (4/8) F/V New York-Bremen-Danzig. 1921 (6/4) L/V ditto. 1921 (Aug.) taken over by U.S. Lines (*q.v.*).
2. 1920 *Panhandle State*  
10,533. 502 × 62. 1-2-C. 2S-T8-14 (New York S.B. Co. (Camden, N.J.) ). (I-78). 1920 (Sept.) M/V New York-Cobh-London. 1921 (Aug.) taken over by U.S. Lines (*q.v.*). 1922 became *President Monroe* (U.S.L.).
3. 1920 *Old North State*  
10,533. Ditto. (I-78). 1920 (Nov.) M/V New York-Cobh-London. 1921 (Aug.) taken over by U.S. Lines (*q.v.*). 1922 became *President Van Buren* (U.S.L.).



1952

*United States*

53,329 tons

The *United States* is the fastest merchant vessel in the world and the present holder of the "Blue Riband" of the Atlantic. Virtually a larger version of the *America* in appearance, she is perhaps the most outstanding vessel of the post-war era. She has been designed for speedy conversion to a troopship and this has influenced her internal construction and led to novel decorative schemes.

(158-26)

UNITED STATES LINES

*facing page 496*





### THE CHANGE IN FOURTEEN YEARS

No port in the world can rival New York in respect of the number of big transatlantic liners which make it their terminal. This aerial view of the Hudson River piers shown above was taken in 1953, the one below in 1939 and the two photographs together give some idea of the enormous changes that have taken place



the space of fourteen years. The number of transatlantic liners has increased from 10 in 1939 to 14 in 1953. Of the crack pre-war units shown in the 1939 photograph only three survive and only two are still employed in the North Atlantic—the *Grasse* as the Canadian *Pacific Empress of Australia* and the *Britannic* under her original name and flag.

The vessels shown are:

(above, left to right)  
*Homeland*, *Caronia*, *Queen Elizabeth*, *Île de France*, *United States*, *American*, *Vulcania*  
 (left, top to bottom)  
*Conte di Savoia*, *Aquitania*, *Britannic*, *Normandie*, *Grasse*, *Columbus*, *Bremen*, *Hamburg*.

VACUUM OIL CO. LTD.



4. 1920 *Creole State*  
10,533. Ditto. (I-78). 1920 (Dec.) M/V New York-Cobh-London (1 R/V). 1924 became *President Hayes* (Dollar) (*q.v.*).
5. (1921) *New Rochelle*  
(1921) *Hudson*  
9,699. 499×60. 2-2. 2S-Q8-15 (Vulkan (Stettin) ). (Cabin; III). Built 1899 as *Hamburg* ("Hapag") (*q.v.*). 1916 became *Red Cross* (chartered). 1917 *Powhatan* (U.S. Govt.). 1920 *New Rochelle* (Baltic S.S. Corporation) (*q.v.*). 1921 (11/2) F/V New York-Bremen-Danzig. 1921 (29/5) F/V as *Hudson* ditto. 1921 (Aug.) taken over by U.S. Lines (*q.v.*). 1922 became *President Fillmore* (U.S.L.).
6. (1921) *Pocahontas*  
10,881. 523×60. 2-2. 2S-Q8-15 (Vulkan (Stettin) ). (Cabin; III). Built 1900 as *Prinzess Irene* (N.D.L.) (*q.v.*). 1917 became *Pocahontas* (U.S. Govt.). 1921 (23/2) F/V New York-Naples-Genoa. 1921 (21/5) L/V ditto (3 R/V). 1923 became *Bremen* (N.D.L.) (*q.v.*).
7. (1921) *Princess Matoika*  
10,421. 522×60. 2-2. 2S-Q8-15 (Vulkan (Stettin) ). (Cabin; III). Built 1900 as *Kiautschou* ("Hapag"). 1904 became *Prinzess Alice* (N.D.L.) (*q.v.*). 1917 *Princess Matoika* (U.S. Govt.). 1921 (8/3) F/V New York-Naples-Genoa (2 R/V). 1921 (11/6) F/V New York-Bremen-Danzig. 1921 (Aug.) taken over by U.S. Lines (*q.v.*). 1922 became *President Arthur* (U.S.L.).
8. (1921) *Antigone*  
(1921) *Potomac*  
9,832. 499×58. 1-4. 2S-Q8-13 (Tecklenborg). (Cabin; III). Built 1900 as *Neckar* (N.D.L.). 1917 became *Antigone* (U.S. Govt.). 1921 (19/3) F/V New York-Bremen-Danzig. 1921 (3/5) F/V as *Potomac* ditto. 1921 (Aug.) taken over by U.S. Lines (*q.v.*). 1928 scrapped.
9. 1921 *Blue Hen State*  
10,533—details as (2). (I-78; III). 1921 (June) M/V New York-Cobh-London. 1921 (Aug.) taken over by U.S. Lines (*q.v.*). 1922 became *President Garfield* (U.S.L.).
10. (1921) *America*  
22,621. 669×74. 2-4. 2S-Q8-18 (Harland & Wolff). (I; III). Built 1905 as *Amerika* ("Hapag") (*q.v.*). 1917 became *America* (U.S. Govt.). 1921 (22/6) F/V New York-Plymouth-Cherbourg-Bremen-Southampton-Cherbourg-Cobh-New York. 1921 (Aug.) taken over by U.S. Lines (*q.v.*).
11. 1921 *Centennial State*  
10,533—details as (2). (I-78; III). 1921 (June) M/V New York-Cobh-London. 1921 (Aug.) taken over by U.S. Lines (*q.v.*). 1922 became *President Adams* (U.S. Lines).
12. (1921) *George Washington*  
25,570. 699×78. 2-4. 2S-Q8-18 (Vulkan (Stettin) ). (I; II; III). Built 1909 for N.D.L. (*q.v.*). 1917 became *George Washington* (U.S. Govt.). 1921 (3/8) F/V New York-Plymouth-Cherbourg-Bremen-Southampton-Cherbourg-Cobh-New York. 1921 (Aug.) taken over by U.S. Lines (*q.v.*).

(N.B. All the above steamers were chartered from the United States Shipping Board.)

FUNNEL: Red with a shield containing white stars on blue, and red and white vertical stripes; white band below blue top.

FLAG: Red; a blue anchor on a white arrow.



## Chapter 152

1920-21

POLISH AMERICAN NAVIGATION CORPORATION  
(UNITED STATES)

THE POLISH AMERICAN NAVIGATION CORPORATION was founded in 1920 to run a service between New York and Danzig, and to begin with employed the cargo steamers *Krakow* (ex-*Clara*), *Pulawski* (ex-*Ida*), *Warszawa* (ex-*Erny*) and *Poznan* (ex-*Mark*), the first three having been members of the pre-war Unione Austriaca fleet.

It was decided early in 1921 to cater for passengers as well as cargo, and for this purpose the 6,000 ton *Gdansk* and the 4,700 ton *Jozef Pilsudski* were acquired. The former had been well-known before the war as the *Sierra* of the Oceanic Steamship Company, for whom she ran between San Francisco and Australia. The latter had run for the Russian American Line, originally as the *Birma* and later as the *Mitau*.

The post-war boom in passengers and cargo between the U.S.A. and Poland was of short duration, and in consequence the Polish American Navigation Company's service was soon withdrawn.

1. (1921) *Gdansk*  
6,135. 400×50. 1-2. 2S-T6-14 (W. Cramp & Sons (Philadelphia) ). Built 1900 as *Sierra* (Oceanic S.S. Co.). 1924 (or earlier) reverted to *Sierra*.
2. (1921) *Jozef Pilsudski*  
4,661. 415×46. 1-4. S-T3-13 (Fairfield). Built 1894 as *Arundel Castle* (Castle Line). 1905 became *Birma* (East Asiatic). 1910 ditto (Russian American). 1914 *Mitau* (ditto). 1922 (or later) *Wilbo*. 1924 scrapped in Italy.

## Chapter 153

1920-21

OTTOMAN-AMERICA LINE  
(TURKISH)

THE 5,000 ton *Ottawa* of the Dominion Line (built in 1875 as the White Star record-breaker *Germanic*) was sold to Turkey in 1910. She was renamed *Gul-Djemal*. On May 3rd 1915 she was torpedoed and sunk by the British submarine *E.14* in the Sea of Marmora, but was subsequently refloated and reconditioned.

The shortage of passenger accommodation on the North Atlantic after the Armistice made the *Gul-Djemal*'s owners decide to despatch her to New York, where she arrived from Constantinople (Istanbul) early in November 1920.

Full details are not available, but it seems that the *Gul-Djemal* made altogether six round voyages between Turkey, etc., and New York. She was advertised in New York as a ship of 14,000 tons displacement (which to say the least was misleading), carrying first and third class passengers, her owners being described as the OTTOMAN-AMERICA LINE.<sup>1</sup> Her eastbound itineraries varied. For instance, she sailed from New York on May 25th 1921 for Constantinople, Varna and Constanza. On her voyage at the end of the following September—apparently her last—she was scheduled to call at Naples, Varna, Constanza and Odessa.

The *Gul-Djemal* survived until 1950, but from 1928 (or thereabouts) was named *Gulcemal* in accordance with the revised Turkish system of spelling.

(See also White Star *Germanic*.)

## Chapter 154

1921-30

### BALTIC AMERICAN LINE

(DANISH)

AFTER the Armistice of November 1918 the *Russia*, *Kursk*, *Czar* and *Czaritza* of the Russian American Line were returned to the East Asiatic Company of Copenhagen (Det Østasiatiske Kompagni) who, in effect, had always been their owners. The *Russia* had been laid up at Kronstadt throughout the war and had undergone two slight changes of name—first to *Rossija*, and later to *Russ*. The other three had been running for two or three years between New York and Archangel until the Russian Revolution put a stop to the service in 1917; subsequently they were employed under the British flag.

After being renamed *Latvia*, *Polonia*, *Estonia* and *Lituania* respectively, the East Asiatic Company placed the four steamers in service between Libau and New York under the trade name BALTIC AMERICAN LINE. The service was opened by the *Polonia* in January 1921. First, second and third class passengers were carried, and intermediate calls were made at Danzig and Hamburg. At a later date the first and second class accommodation became "cabin"; a call at Copenhagen was substituted for that at Hamburg. In 1924 the *Latvia* was sold to Japan as not only had the United States immigration restrictions been responsible for a considerable reduction in the number of passengers carried but it was also found that three ships were quite sufficient to maintain a fortnightly service.

The *Polonia*, *Estonia* and *Lituania* were sold in March 1930 to the Polish Transatlantic Shipping Company Limited, which in

(<sup>1</sup>) *New York Herald*, 15/5/21, etc.



1935 changed its name to the Gdynia-America Shipping Line. Details of their subsequent activities will be found in the chapter dealing with these two companies.

1. (1921) *Polonia*  
7,858. 450 × 56. 2-2. 2S-Q8-15 (Barclay Curle). Built 1911 as *Kursk* (Russian American) (*q.v.*). 1921 (Jan.) F/V Libau-New York. 1930 became *Polonia* (Polish Transatlantic) (*q.v.*).
2. (1921) *Lituania*  
6,598. 440 × 53. 2-2. 2S-Q8-15 (Barclay Curle). Built 1915 as *Czaritza* (Russian American) (*q.v.*). 1921 (Feb.) F/V Libau-New York. 1930 became *Kosciuszko* (Polish Transatlantic) (*q.v.*).
3. (1921) *Estonia*  
6,503. 426 × 53. 2-2. 2S-Q8-15 (Barclay Curle). Built 1912 as *Czar* (Russian American) (*q.v.*). 1921 (Feb.) F/V Libau-New York. 1930 became *Pulaski* (Polish Transatlantic) (*q.v.*).
4. (1921) *Latvia*  
8,596. 475 × 58. 2-4. 2S-T6-15 (Barclay Curle). Built 1908 as *Russia* (Russian American) (*q.v.*). 1917 became *Rossija*; later *Russ*. 1921 F/V Libau-New York. 1924 became *Fuso Maru* (Osaka Shosen Kaisha). Later *Huso Maru* (ditto). Lost during World War II.

FUNNEL: Buff.

FLAG: White; blue anchor and cable and blue "ØK".

## Chapter 155

1921

### TRANSPORTES MARITIMOS DO ESTADO (PORTUGUESE)

**A**FTER World War I a number of ex-German ships were handed over to the Portuguese Government. In 1921 two of them, the *São Vicente* and *Mormugão*, each of about 5,000 tons, inaugurated a passenger and cargo service under Government auspices between Oporto, Lisbon, the Azores and New York under the description TRANSPORTES MARITIMOS DO ESTADO, which being freely translated means "Portuguese State Steamship Line". The service was of short duration.

1. (1921) *São Vicente*  
5,085. 402 × 47. 1-2. S-T3-12 (Vegesack). Built 1900 as *Würzburg* (N.D.L.).
2. (1921) *Mormugão*  
5,235. 411 × 51. 1-2. S-T3-12 (Blohm & Voss). Built 1904 as *Esne* (German). Later *Kommodore*.

## Chapter 156

1921-26

UNITED AMERICAN LINES INC.  
 (AMERICAN SHIP & COMMERCE CORPORATION)  
 (UNITED STATES)  
 (ATLANTIC MAIL CORPORATION)  
 (PANAMANIAN)

IT was announced in July 1920 that the Hamburg American Line had come to an agreement with the AMERICAN SHIP & COMMERCE CORPORATION, which was controlled by the Harriman group, for the establishment of joint services on the pre-war North Atlantic routes of the German company, and more particularly that between Hamburg and New York. The agreement was for a period of 20 years, preserved the complete independence of the two contractors and allowed each to provide up to 50 per cent of the total tonnage placed in service on individual routes.

In general this agreement was similar to one entered into between the United States Mail Steamship Company and the Norddeutscher Lloyd, but the American Ship & Commerce Corporation were already firmly established with their own fleet of ships, and in fact were already operating a cargo service between New York and Hamburg, whereas throughout its short career the United States Mail Company operated ships chartered from the United States Shipping Board and had only a bare minimum of capital.

The passenger-carrying activities of the American Ship & Commerce Corporation were conducted under the trade name UNITED AMERICAN LINES INC., and as a first step the 8,850 ton U.S. transport *De Kalb* was acquired, renamed *Mount Clay* and started her first voyage from New York to Hamburg on February 19th 1921. After a second voyage she was joined by the 7,500 ton American-built *Mount Carroll* and *Mount Clinton*, both of which had accommodation for nearly 600 third class passengers.<sup>1</sup>

The Hamburg American Line had many difficulties to contend with before resuming operations after the Armistice. The only sea-going unit of their immense pre-war fleet left to them was the 16,000 ton *Hansa*, whose condition was so poor that many months elapsed before she was fit for further service. In the meanwhile the 9,000 ton *Bayern* was completed in Germany and started her maiden voyage from Hamburg to New York in September 1921. A similar ship, the *Württemberg*, followed in February 1922 and the *Hansa* made her first post-war voyage in March.

The 20,000 ton *Johann Heinrich Burchard* and *William O'Swald* had been under construction for the Hamburg American

(1) *New York Herald*, 10/4/21 and 29/5/21.



Line's South American service at the outbreak of war. They had been sold on the stocks to the Royal Holland Lloyd in 1916 following the torpedoing of the Dutch company's *Tubantia* by a German submarine and, despite repeated demands by the Allied Armistice Commission to surrender the ships, they were placed in service as the *Limburgia* and *Brabantia* upon completion in 1920. It was announced early in 1922 that, diplomatic pressure having been brought to bear, the ships had been purchased from the Royal Holland Lloyd by the American Ship & Commerce Corporation, who would be commissioning them as the *Reliance* and *Resolute*. They had a distinctive appearance with three widely-spaced funnels. Their triple screws were driven by a combination of triple-expansion and low-pressure turbine machinery. At that time they were the largest privately-owned passenger steamers flying the American flag.

The new service was opened by the *Resolute*, which sailed from Hamburg for New York in April 1922 with intermediate calls at Southampton and Cherbourg. The *Reliance* followed, subsequent sailings of the ships being at fortnightly intervals. The eastbound itinerary was New York–Plymouth–Boulogne–Hamburg, but it was amended in 1923 to correspond with the westbound. A further change was the transfer of the ships to Panamanian registry under the nominal ownership of the ATLANTIC MAIL CORPORATION in order to overcome the stringent regulations applicable to American ships under the Volstead (Prohibition) Act.

The 11,000 ton *Thuringia* and *Westphalia* were commissioned for the Hamburg American Line's Hamburg–New York direct service in 1923, and in July of the same year the 21,000 ton *Albert Ballin* made her first sailing from Hamburg to New York via Southampton. A sister ship, the *Deutschland*, followed early in 1924. As a result of these additions, the *Bayern* and *Württemberg* were transferred to other duties, as were the U.A.L. *Mount Carroll* and *Mount Clinton*.

Close on the heels of the *Albert Ballin* came the 17,000 ton ex-Hamburg American *Cleveland*, which was purchased by the United American Lines and placed in service under her original name. At that time her cabin class accommodation was outstanding. It included a number of suites and rooms with private bath besides many single berth rooms. To begin with her itinerary was similar to that of the *Reliance* and *Resolute*, but at a later stage she usually called at Halifax.

Joint advertisements of the United American Lines and "Hapag" in December 1924 indicated that early in 1925 Dover would supersede Southampton as the British port of call, the reason being that the Southampton Harbour Board had decided to levy dues of  $\frac{1}{2}d.$  per net register ton on vessels transferring passengers by tender in Cowes roads. A satisfactory solution was, however, reached and the itinerary remained unchanged.

A third "Hapag" steamer of improved *Albert Ballin* type was

commissioned in 1926 and a fourth was under construction, and the German line was thus on the point of resuming weekly sailings with a fleet of 20,000 tonners. It is not altogether surprising, therefore, that in the spring of 1926 Mr. Averill Harriman, the chairman of United American Lines, proceeded to Hamburg for discussions with the Hamburg American Line. The outcome was an announcement in July 1926 that "Hapag" had acquired the *Reliance*, *Resolute* and *Cleveland* in return for ten million marks worth of its share capital. All three retained their names and continued to operate on the same service as hitherto.

The *Mount Clay*, *Mount Carroll* and *Mount Clinton* were not included in the sale. The last two had already been sold, and the *Mount Clay* was subsequently employed by new owners on the North Pacific coast.

1. (1921) *Mount Clay*  
8,865. 488 × 56. 2-2. 2S-Q8-15 (Vulkan (Stettin) ). (Cabin 6; III-1,000). Built 1904 as *Prinz Eitel Friedrich* (N.D.L.). 1917 became *De Kalb* (U.S. Govt.). 1921 (19/2) F/V New York-Hamburg. 1923 cabin 99; III-1,000. 1924 (?) L/V Hamburg-New York.
2. 1921 *Mount Carroll*  
7,469. 440 × 57. S-ST(DR)-14 (Merchant Shbg. Corp'n. (Chester, Penn.) ). (III-585). 1921 (7/4) M/V New York-Hamburg. 1923 L/V Hamburg-New York. 1925 became *Maunawili* (Matson). 1946 *Socrates* (Panamanian).
3. 1921 *Mount Clinton*  
7,510. Ditto. (III-585). 1921 (26/5) M/V New York-Hamburg. 1923 L/V Hamburg-New York. 1925 became *Maunalei* (Matson). 1948 *Santa Rosa* (Italian). 1948 *Capo Manara* (Italian). 1954 scrapped in Japan.
4. (1922) *Resolute*  
19,653. 596 × 72. 3-2. 3S-T8 & ST-17 (Weser (Bremen) ). (I-290; II-320; III-400). Laid down as *William O'Swald* ("Hapag"). 1920 completed as *Brabantia* (Royal Holland Lloyd). 1922 (11/4) F/V Hamburg-Southampton-New York. 1926 (July) became *Resolute* ("Hapag") (q.v.). 1935 *Lombardia* (Italian). 1943 (4/8) destroyed by air attack on Naples. 1946 scrapped.
5. (1922) *Reliance*  
19,582. 592 × 72. 3-2. 3S-T8 & ST-17 (Tecklenborg). (I-290; II-320; III-400). Laid down as *Johann Heinrich Burchard* ("Hapag"). 1920 completed as *Limburgia* (Royal Holland Lloyd). 1922 (3/5) F/V Hamburg-Southampton-New York 1926 (July) became *Reliance* ("Hapag") (q.v.). 1938 (8/8) gutted by fire at Hamburg. 1941 scrapped.
6. (1923) *Cleveland*  
16,960. 589 × 65. 2-4. 2S-Q8-16 (Blohm & Voss (Hamburg) ). (Cabin 600; III-1,000). Built 1908 as *Cleveland* ("Hapag") (q.v.). 1919 became *Mobile* (U.S. Govt.). 1920 *Mobile* (White Star-chartered) (q.v.). 1920 *King Alexander* (Byron) (q.v.). 1923 F/V Hamburg-Southampton-New York. 1926 (July) became *Cleveland* ("Hapag") (q.v.). 1933 scrapped.

FUNNEL: Yellow; two narrow blue bands.

FLAG: Blue; large white "UAL".



## Chapter 157

1921-27

ROYAL MAIL STEAM PACKET COMPANY  
(BRITISH)

MORE than usual interest was aroused when it became known towards the end of 1920 that the ROYAL MAIL STEAM PACKET COMPANY would shortly be starting a North Atlantic service, as this old-established concern had come into being by virtue of a Royal Charter granted as long previously as 1839, and of recent years had made a great name for itself in the South American trade. No newcomer with such vast experience had ever before entered the North Atlantic trade.

Two factors that had to be borne in mind at that time were the prevailing high costs of shipbuilding, and the virtual disappearance of the once-powerful German lines. Another important consideration was that all the principal North Atlantic lines were still greatly handicapped by the depletion of their fleets during World War I.

The Royal Mail Company was fortunately placed as the 15,500 ton triple-screw *Orduña* belonging to the allied Pacific Steam Navigation Company had only recently completed several years of North Atlantic service for the Cunard Line, and two other P.S.N. ships could be spared from their normal activities between Liverpool and the west coast of South America. They were the *Orbita* (a sister ship of the *Orduña*) and the 14,000 ton twin-screw *Oropesa*.

In order to take advantage of the demand for passages and freight to and from Germany, the Royal Mail decided that their new service should operate between Hamburg and New York via Southampton and Cherbourg. The *Orbita* was despatched from Southampton to Hamburg towards the end of April 1921, and inaugurated the service by sailing from Hamburg on April 30th, the *Oropesa* and *Orduña* following at fortnightly intervals. The ships soon established themselves in public esteem by their excellent accommodation, food and service, coupled with the reasonable fares charged. The appropriate slogan "The Comfort Route" was used.

During the summer of 1922 a temporary increase in business enabled the Company to charter the Lamport & Holt *Vestris*, *Vauban* and *Vandyck*, each of over 10,000 tons, for one voyage to New York. These ships normally traded between New York and South America, but were already known on the North Atlantic as they had been running from time to time under the auspices of the Cunard Line. Six years later the *Vestris* foundered off the American coast with heavy loss of life. The *Vandyck* and a sister ship, the *Voltaire*, subsequently became well-known as cruising liners.

The Company took delivery of the 16,050 ton triple-screw *Orca* in December 1922. She had been hastily completed at Belfast during the war for the P.S.N. Company, and after making a few post-war voyages as a cargo ship returned to her builders for overhaul and the addition of passenger accommodation. On January 1st 1923, two days before the *Orca* sailed on her maiden voyage from Hamburg to New York, the *Orbita*, *Orduña* and *Orca* were transferred from P.S.N. to Royal Mail ownership. The *Oropesa* was no longer needed on the North Atlantic, and was reinstated in the P.S.N. South American service.

A further addition to the Royal Mail fleet was the 18,900 ton twin-screw *Ohio*, which had been laid down for the Norddeutscher Lloyd but transferred to Great Britain in accordance with the terms of the Reparations Agreement. Her maiden voyage from Hamburg to New York took place in April 1923. She was propelled by quadruple-expansion engines, which gave her a speed of 17 knots and enabled her to steam from Southampton to New York in eight days as compared with the ten days required by the other "O" steamers.

From the autumn of 1923 onwards most of the westbound sailings were made via Halifax to cater for passengers to Canada. In the following spring the *Orca* and *Orduña* made three experimental voyages to New York via Quebec, but this involved a long detour and was not repeated. These efforts to attract new business were largely due to the serious slump that had set in, and the unfortunate effects of the United States "quota" restrictions. In addition the *Ohio*, *Orca*, *Orbita* and *Orduña* were converted into "cabin" steamers—that is to say, they catered for cabin, tourist third cabin and third class passengers instead of first, second and third.

Both the Hamburg American Line and Norddeutscher Lloyd had made a spectacular recovery during the years 1922-24. This, coupled with the reduction in emigration from Europe to the U.S.A., had a serious effect on the number of passengers embarking on Royal Mail ships at Hamburg. From 1925 onwards an increasing number of eastbound voyages terminated at Southampton instead of Hamburg.

It was announced in November 1926 that the Royal Mail Company would acquire the whole of the share capital of the White Star Line as from January 1st 1927. The White Star was operating a weekly express service on the Southampton–Cherbourg–New York route with three ships averaging over 45,000 tons, and it was decided that there was insufficient traffic to justify the continuance of both services. The Royal Mail service was obviously the one to be withdrawn.

The last of the "O" steamer sailings was taken by the *Orca*, which left Southampton for Cherbourg and New York on December 7th 1926, but this was not the last Royal Mail sailing to New York, however, as the *Asturias* and *Avon* sailed from Southampton in January 1927 and the *Asturias* made a second trip on April 16th. This was perhaps a fitting climax to the Company's North Atlantic



career as the *Asturias* was a *de luxe* motor ship of over 22,000 tons. She was normally employed on the Company's South American service and at that time shared with a sister ship, the *Alcantara*, the distinction of being the largest units in the Royal Mail fleet and the largest British motor ships. Both were subsequently converted from diesel to steam propulsion in order to increase their speed.

The *Ohio* and *Orca* were transferred to the White Star Line, who renamed them *Albertic* and *Calgaric* and placed them in service between Liverpool, Quebec and Montreal. The *Orbita* and *Orduña* were resold to the Pacific Steam Navigation Company to run between Liverpool and the west coast of South America.

(N.B. In 1932 the Royal Mail Steam Packet Company became the ROYAL MAIL LINES LIMITED.)

1. (1921) *Orbita* (c)

(1923) *Orbita*

15,486. 550 × 67. 1-2. 3S-T8 & ST-14 (Harland & Wolff). Built 1915 for P.S.N. Co. 1921 (30/4) F/V Hamburg-Southampton-Cherbourg-New York. 1923 (1/1) purchased from P.S.N. Co. 1927 resold to P.S.N. Co. 1950 sold; scrapped.

1a. (1921) *Oropesa* (c)

14,072. 530 × 66. 1-2-C. 2S-ST(DR)-14 (Cammell Laird (Birkenhead) ). Built 1920 for P.S.N. Co. 1921 (14/5) F/V Hamburg-Southampton-Cherbourg-New York. 1923 returned to P.S.N. Co. 1941 sunk in North Atlantic.

2. (1921) *Orduña* (c)

(1923) *Orduña*

15,499—details as (1). Built 1914 for P.S.N. Co. 1914-20 chartered to Cunard Line (q.v.). 1921 (28/5) F/V Hamburg-Southampton-Cherbourg-New York. 1923 (1/1) purchased from P.S.N. Co. 1927 resold to P.S.N. Co. 1951 sold; scrapped.

3. (1923) *Orca*

16,063. 550 × 67. 1-2-C. 3S-T8 & ST-13 (Harland & Wolff). Built 1918 for P.S.N. Co. (cargo steamer). 1922 passenger accommodation completed. 1923 (3/1) F/V Hamburg-Southampton-Cherbourg-New York. 1927 became *Calgaric* (White Star) (q.v.). 1935 sold; scrapped.

4. 1923 *Ohio*

18,940. 591 × 72. 2-2. 2S-Q8-17 (A. G. Weser (Bremen) ). (I-229; II-523; III-690). Laid down as *München* (N.D.L.). 1923 (4/4) M/V Hamburg-Southampton-Cherbourg-New York. 1927 became *Albertic* (White Star) (q.v.). 1934 sold to Japan; scrapped.

FUNNEL: Yellow.

FLAG: White; red saltire with golden crown in centre.

## Chapter 158

1921

## UNITED STATES LINES

(UNITED STATES)

- 1921. United States Shipping Board.
- 1929. United States Lines Inc. (of Delaware).
- 1931. United States Lines Company (of Nevada).
- 1934. United States Lines Company (of New Jersey).

THE UNITED STATES LINES has been in operation since 1921, and although in the meanwhile it has undergone two major re-organisations there has been a continuity of service on the North Atlantic except during World War II. For this reason it will be appropriate to deal with the Company's activities within the confines of a single chapter, but for the sake of clarity the fleet list will be divided into three sections, namely, the "Shipping Board" era, the "Chapman" era and the "International Mercantile Marine" (I.M.M.) era.

The United States Lines owes its inception in 1921 to the failure of the United States Mail Steamship Company to carry out its undertakings with the United States Shipping Board, which had entrusted a large fleet of ships to its care. They included the 20,000 ton ex-German *George Washington* and *America*, which ran on the New York-Plymouth-Cherbourg-Bremen-Southampton-Cherbourg-New York route; the 10,000 ton ex-German *Hudson*, *Potomac*, *Susquehanna* and *Princess Matoika*, all of which latterly ran between New York, Bremen and Danzig (either direct or via Queenstown) and the 10,000 ton American-built *Centennial State*, *Old North State* and *Panhandle State*, which ran between New York and London via Queenstown and Boulogne. It had been rumoured many times that the 19,000 ton *Mount Vernon* and *Agamemnon* and the 18,000 ton *President Grant*—all of them ex-German steamers—would be joining the fleet.

The trouble that arose between the United States Mail Company and the United States Shipping Board can be described in one word—"Money". The Company had a bare minimum of capital, enormous operational losses were incurred and the position became so desperate that the Shipping Board was obliged to take action. It was decided that the remedy lay in themselves taking over the operation of the ships under the trade name United States Lines. There was no interruption of any kind in the service, and passengers and the general public alike were scarcely aware of what was going on behind the scenes. The fact that newspaper advertisements on August 31st 1921 referred to the "United States Mail Steamship Company" and



those on September 1st to the "United States Lines" passed almost unnoticed.

There were no changes of importance in the sailing schedule until February 1922, when the 13,850 ton *Peninsula State* (the nickname for Florida) sailed from New York for Bremen via Plymouth and Cherbourg. She had a speed of 18 knots, accommodation for first and third class passengers and was classified as a "535" ship, this being an indication of her overall length in feet. A sister ship, the *Lone Star State* (Texas), followed five weeks later. There was a good deal of criticism of these "State" nicknames, which were said to be undignified and certainly meant but little to the average non-American. In May 1922, therefore, the *Peninsula State* became the *President Pierce* and the *Lone Star State* the *President Taft*. The death in office of President Harding caused them to be re-named a second time *President Roosevelt* and *President Harding* respectively in 1922.

Since the beginning of 1922 the "502" type steamers *Centennial State*, *Panhandle State* and *Old North State* of the New York-London service had been calling at Cobh, Plymouth and Cherbourg eastbound and at Cherbourg and sometimes Cobh westbound. In May 1922 they, too, were re-named and became the *Presidents Adams*, *Monroe* and *Van Buren* respectively. Two further ships of similar type, the *President Polk* (ex-*Granite State*) and *President Garfield* (ex-*Blue Hen State*) were detailed to the service in August 1922 and enabled sailings to be increased from fortnightly to weekly. The *Granite State*, as such, had made one voyage between New York and Bremen.

The *George Washington* and *America* were both living up to their pre-war record of popularity and it was considered unnecessary to re-name them. For the sake of uniformity, however, the *Hudson* became the *President Fillmore* and the *Princess Matoika* the *President Arthur*. The *Potomac* completed her last voyage for the Company at about the time of these changes, so in her case the question of re-naming did not arise, nor did it with the *Susquehanna*, which remained in the service only until September 1922. Since the beginning of the year most of the steamers had terminated their eastbound voyages at Bremen, and with the withdrawal of the *Susquehanna* the extension to Danzig was abandoned. From the beginning of 1923 the *President Arthur* and *President Fillmore's* itineraries became New York-Plymouth-Cherbourg-Bremen-Southampton-Cherbourg-Cobh-New York. Both were withdrawn during the following autumn, the former being sold to the Los Angeles Steamship Company and the latter to the Dollar Steamship Line.

Seldom has a new giant liner been heralded with more publicity than was the *Leviathan* when she left New York on July 4th 1923 for Cherbourg and Southampton on her first voyage for the United States Lines. She was not, however, a new ship as she had completed two or three round voyages for the Hamburg American Line as the *Vaterland* prior to the outbreak of World War I, had been interned

at New York until the United States entered the war and then became the troopship *Leviathan*. Since the completion of her wartime duties she had been thoroughly reconditioned and converted to oil. In pre-war days her tonnage had been 54,282, but a different basis of measurement was now adopted and her tonnage became 59,956, as compared with the 56,551 tons of the White Star *Majestic*, which hitherto had been regarded as the largest merchant steamer in the world. This, in fact, she still was as on a similar basis of calculation her tonnage would have exceeded 61,000. It was widely advertised that the *Leviathan* was not only the world's largest ship but also the fastest, the speed claim being based on the fact that she had maintained an average speed of 27.48 knots during an extended trial run. The speed claim was soon dropped.

When first placed in service by the United States Lines the *Leviathan* carried first, second and third class passengers. About a year later some of her second class cabins and the best of the third class were set aside as tourist third cabin. A few years later the entire second class became tourist third cabin, and was eventually re-named tourist class. In 1926 the *Leviathan* carried 36,479 passengers between New York and Europe during the course of 25 one-way trips. Her passenger capacity was 3,200, and thus on an average she sailed half full.

It was announced in September 1923 that the United States Shipping Board had sold seven ships of the "502" type, including the five running on the United States Lines' New York-London service, to the Dollar Steamship Line for employment in a new round the world service. The transfer did not actually take place until early the following year when, it may be added, the *American Merchant* and four other 7,000 ton ships were placed on the New York-London route under the control of J. H. Winchester & Company, who operated them under the trade name "American Merchant Lines".

The 18,000 ton cabin steamer *Republic*, which had been completed in 1907 as the Hamburg American *President Grant*, left New York in April 1924 on her first voyage for the Company, her masts having, in the meanwhile, been reduced from six to four. The *Presidents Harding* and *Roosevelt* also became "cabin" steamers, as did the *America*, which for a time was unquestionably the most luxurious steamer of this type in service. She was seriously damaged by fire at Newport News in 1926, and there was some doubt at first whether she would be fit for further service. Her reconditioning took about a year. The *Leviathan* and *George Washington* continued to carry first class, although in due course the latter also became a cabin ship.

The United States Shipping Board's activities on the North Atlantic were no more successful financially than the United States Mail Company's had been, and year after year considerable losses were incurred. Adverse criticism in the U.S.A. increased to such a pitch that in 1929 tenders were invited for the purchase of the fleet which was sold on March 21st 1929 to P. W. Chapman & Company



for a sum of over 16 million dollars. The ships included in the sale were the *Leviathan*, *George Washington*, *America*, *Republic*, *President Harding*, *President Roosevelt* and the five ships of the American Merchant Lines. One quarter of the purchase price was payable in cash, and the balance plus accrued interest in equal instalments spread over a period of 15 years. Two important stipulations were that the Company would operate both services for not less than ten years, and that they would build two 45,000 ton ships to act as consorts to the *Leviathan*.

The Chapman Company traded under the name UNITED STATES LINES INC, of Delaware. The "Chapman era" followed the "Shipping Board era" without interruption, the only change of importance being the substitution of Hamburg for Bremen as the German terminal. No attempt was made to build the 45,000 tonners, but the keel of a steamer of well over 20,000 tons was laid on December 6th 1930 and a second a few months later.

In consequence of the failure of the Chapman Company to carry out the terms of the agreement, they operated the United States Lines for appreciably less than three years. On October 31st 1931 they were foreclosed by the United States Shipping Board, who sold the *Leviathan*, *President Harding*, *President Roosevelt*, *American Importer* and *American Traveler*, together with the partly-completed *Manhattan* and *Washington*, to the UNITED STATES LINES COMPANY of Nevada, which had been incorporated on September 23rd 1931 and was controlled by the INTERNATIONAL MERCANTILE MARINE COMPANY. The American Merchant Lines and its five "*American*" ships were purchased by this concern at the same time and incorporated into the United States Lines fleet. Important exclusions from the sale were the *George Washington*, *America* and *Republic*, of which the last-named had been returned to the Shipping Board a month or two previously in exchange for the *American Importer* and *American Traveler*, which were similar to the ships of the American Merchant Lines. The *George Washington* and *America* had completed their commercial careers but saw much further employment as troopships.

The *Leviathan* continued to run between New York, Cherbourg and Southampton, and the opportunity was taken to re-measure her according to orthodox standards so that her gross tonnage became 48,943 instead of 59,956. From mid-1932 onwards the *President Harding* and *President Roosevelt*'s itinerary became New York-Plymouth-Havre-Hamburg-Havre-Southampton-Cobh-New York, Havre being substituted for Cherbourg as the French port of call. Four *American Merchant* class ships were capable of maintaining a weekly service between New York and London, with a fifth held in reserve. In 1934 the newcomers to the class, the *American Importer* and *American Traveler*, inaugurated a new fortnightly service between New York and Liverpool via Cobh eastbound and via Glasgow and Belfast westbound.

The 24,300 ton *Manhattan* was launched in December 1931 and left New York on her maiden voyage to Europe in the following August. Her geared turbines drove twin screws and gave her a service speed of about 20 knots. At that time many of the North Atlantic lines were competing with each other to commission larger and still larger "cabin" steamers, but a good deal of surprise was caused when it became known that the *Manhattan* would come into this category. Her sister ship, the *Washington*, sailed on her maiden voyage to Plymouth, Havre and Hamburg in May 1933.

An interesting result of the *Washington*'s entry into service was that the *Leviathan* was laid up. The Shipping Board insisted that she should return to service in the following year, and before making her first sailing in June 1934 she received a thorough overhaul. She made five round voyages during the summer, the last on September 1st from New York to Plymouth, Havre and Southampton, arriving back at New York on September 14th. A heavy loss was made on each voyage, and it was announced in March 1935 that the Department of Commerce had authorised the Company to withdraw the *Leviathan* from service provided they laid down a sister ship to the *Manhattan* and *Washington*. This they agreed to do and the *Leviathan* was laid up until January 26th 1938, when she sailed for Rosyth (Scotland) to be scrapped.

The United States Lines' ships had been operated between October 31st 1931 and December 1934 by the Roosevelt Steamship Company under an agency agreement, but in the latter month the International Mercantile Marine Company took over their operation under a similar agreement. A few months previously the I.M.M. Company had purchased the Dollar Lines' interest in the United States Lines, thereby increasing their own holding to 85 per cent of the common stock and 60 per cent of the preferred stock.

The Neutrality Act brought about a complete suspension of the Company's sailings to Britain, France and Germany at the outbreak of World War II in September 1939. The *Manhattan* and *Washington* sailed between New York and Genoa until Italy entered the war, but in February 1940 the *President Harding* together with the seven "American" ships were transferred to the newly-constituted "Société Maritime Anversoise" (Antwerp Navigation Company), which flew the Belgian flag and in which the I.M.M. Company held an important interest. No passengers were carried. All except the *Ville d'Anvers* (ex-American Banker) were sunk by German aircraft or submarines. The *President Roosevelt* was not included in the transfer and eventually became the troopship *Joseph T. Dickman*. She was scrapped in 1948.

The 26,450 ton *America*, which had been laid down as a replacement to the *Leviathan*, was launched at Newport News on August 31st 1939 and completed 11 months later. Owing to the war, difficulty was found in providing suitable employment and for a time she was engaged on pleasure cruises. Later she was fitted out as the transport *West Point*, and during the course of the war steamed nearly 500,000



miles without an overhaul of her machinery. During this time she carried 500,000 troops.

In 1941 the *Manhattan* and *Washington* became the troopships *Wakefield* and *Mount Vernon*, and after making a voyage from Halifax to Singapore with Canadian troops, were mainly employed in ferrying American troops across the North Atlantic. In September 1942 whilst so engaged the *Wakefield* caught fire and was abandoned at sea, but subsequently taken into Halifax. After extensive rebuilding she became a permanent transport.

The final change in the Company's constitution took place in May 1943, when the United States Lines Company (of Nevada) was merged into the International Mercantile Marine Company (of New Jersey), the name of which was concurrently changed to UNITED STATES LINES COMPANY (of New Jersey).

During 1945 the Company acquired seven "C-2" type cargo steamers of about 8,300 tons for North Atlantic service, eight more being acquired in 1946 and ten in 1947. All were given "American" names, early examples being *American Merchant*, *Farmer*, *Banker* and *Shipper*, thereby re-introducing names that had been well-known in pre-war days. A similar series of ships for Far Eastern and Australian services was given "Pioneer" names. All had accommodation for 4-12 passengers, and services were established between New York and Cobh, Cherbourg or Havre, Southampton and Hamburg or Bremen; New York and London; and New York and Cobh, Dublin, Liverpool and Manchester. Six "Victory" ships of approximately similar type were acquired in 1948, given "American" names and established a new service between New York, Antwerp, Amsterdam and Rotterdam.

In 1946 the "C-4" type transports *Marine Flasher*, *Marine Perch*, *Marine Marlin* and *Ernie Pyle* (named after a well-known press correspondent) were chartered by the Company from the Maritime Commission and ran between New York, Plymouth or Southampton, and Havre, some voyages being extended to Antwerp or Hamburg, and from time to time a call was made at Cobh. A total of 550 passengers of uniform class was carried, a few in cabins but the majority in dormitories. The same four ships and three more "Marines" were chartered in 1947, a similar number in 1948 and three in 1949, but owing to the austere nature of their accommodation they have not been employed subsequently.

The *America* completed her war service early in 1946, and after a thorough reconditioning started her first commercial North Atlantic voyage on November 14th 1946 from New York to Cobh, Southampton and Havre. She made an exceptionally fast run of 4 days 22 hours 22 minutes from Ambrose to Cobh at an average speed of 24.4 knots. At that time her tonnage was advertised as 26,454. In November 1949, however, the Company announced that in future they would use British gross tonnage measurements for the ship, and in consequence her tonnage became 33,532.

The 21,500 ton *John Ericsson* (formerly the Swedish American *Kungsholm*) made several voyages in 1946-47 under United States Lines colours on the New York-Cobh-Southampton-Havre route, but was not employed commercially by the Company in a passenger capacity, her principal activity being the carriage of "war brides". In March 1947 she was badly damaged by fire in New York harbour, was refitted in Genoa and acquired by the Home Lines.

In February 1948 the partly-reconditioned *Washington* was chartered by the Company from the Maritime Commission and entered the New York-Cobh-Southampton-Havre trade as a one-class ship. Some of her voyages terminated at Hamburg and latterly a call was usually made at Halifax westbound. She carried 1,100 passengers at a widely-varying range of fares. The Company returned her to the Commission in October 1951, since when the *America's* eastbound voyages have been extended to Bremen.

The keel of a liner infinitely larger than any previously built in America was laid in a special dry dock at Newport News in February 1950. Considerable secrecy surrounded her construction, which was undertaken to the order and specification of the U.S. Navy, a primary consideration being that she should be capable in wartime of carrying some 14,000 troops. Special defence features included watertight sub-division similar in scale to that of a warship, distribution of machinery between two separate watertight compartments and abnormal fuel capacity. In order to reduce weight aluminium was used for the funnels, lifeboats, davits, radar mast, interior partitions and the majority of rivets in the superstructure. Light metal instead of wood has been used for the furniture and decorations in the public rooms and cabins, thereby making the ship virtually fireproof.

This notable ship was floated on June 23rd 1951 and christened *United States*. She has a tonnage of 53,329 and dimensions of 917 ft. x 102 ft., which enable her to pass through the Panama Canal. Her total cost was nearly 77 million dollars, of which it was originally intended that the United States Lines should contribute 28 million. It has subsequently been agreed that their total should be 32 million, the wide discrepancy between this sum and the grand total being accounted for largely by an allowance for defence features and a subsidy based on the difference in cost between building the ship in the U.S.A. and abroad.

The *United States* sailed from New York on July 3rd 1952 on her maiden voyage to Havre and Southampton. She covered the 2,942 nautical miles from Ambrose lightship to Bishop Rock in 3 days 10 hours 40 minutes at an average speed of 35.59 knots, her highest daily speed being 36.21 knots. Homewards, she steamed from Bishop Rock to Ambrose in 3 days 12 hours 12 minutes at an average of 34.51 knots. Thus, in the short space of 11 days she improved upon the eastbound record by 3.9 knots and the westbound by 3.52 knots—in each case the biggest margin on record. No subsequent



attempt has been made to beat her own records, but the probability is that, given favourable conditions, the *United States* could do so without much difficulty.

It was announced in July 1954 that during her first two years in service the *United States* carried 139,362 passengers at an average speed of 30.73 knots, and spent 485 full days at sea.

The *America's* itinerary is now New York–Cobh–Havre–Southampton–Bremen and *vice versa*. The *United States* omits the call at Cobh and usually terminates her eastbound voyages at Southampton. Occasionally, however, she proceeds through to Bremen.

#### (A) 1921-29 "SHIPPING BOARD" ERA

1. (1921) *George Washington*  
23,788. 699 × 78. 2-4. 2S-Q8-18 (Vulkan (Stettin) ). (I; II; III). Built 1909 for N.D.L. (*q.v.*). 1917 became *George Washington* (U.S. Govt.). 1921 ditto (U.S. Mail S.S. Co.) (*q.v.*). 1921 F/V New York–Bremen–New York. 1931 (autumn) became U.S. transport. 1941 renamed *Catlin* but reverted to *George Washington*; reconditioned; funnels reduced to one. 1951 scrapped.
2. (1921) *America* (I)  
21,114. 669 × 74. 2-4. 2S-Q8-18 (Harland & Wolff). (I; III). Built 1905 as *Amerika* ("Hapag") (*q.v.*). 1917 became *America* (U.S. Govt.). 1921 ditto (U.S. Mail S.S. Co.) (*q.v.*). 1921 F/V New York–Bremen–New York. 1923 cabin; III. 1926 serious fire at Newport News. 1931 (autumn) became U.S. transport. 1941 became *Edmund B. Alexander* (transport—one funnel).
3. (1921) *Susquehanna*  
9,959. 501 × 58. 1-4. 2S-Q8-13 (Blohm & Voss (Hamburg) ). (Cabin; III). Built 1899 as *Rhein* (N.D.L.) (*q.v.*). 1917 became *Susquehanna* (U.S. Govt.). 1920 ditto (U.S. Mail S.S. Co.) (*q.v.*). 1922 (4/3) F/V New York–Bremen. 1922 (31/8) L/V ditto.
4. (1921) *Hudson*  
(1922) *President Fillmore*  
9,699. 499 × 60. 2-2. 2S-Q8-15 (Vulkan (Stettin) ). (Cabin; III). Built 1899 as *Hamburg* ("Hapag"). 1916 became *Red Cross* (chartered). 1917 *Powhatan* (U.S. Govt.). 1920 *New Rochelle* (Baltic S.S. Corp.) (*q.v.*). 1921 ditto (U.S. Mail S.S. Co.) (*q.v.*). 1921 *Hudson* (ditto). 1921 F/V New York–Bremen–New York. 1922 (12/7) F/V ditto as *President Fillmore*. 1924 became *President Fillmore* (Dollar). 1928 scrapped.
5. (1921) *Princess Matoika*  
(1922) *President Arthur*  
10,421. 522 × 60. 2-2. 2S-Q8-15 (Vulkan (Stettin) ). (Cabin; III). Built 1900 as *Kiautschou* ("Hapag"). 1904 became *Prinzess Alice* (N.D.L.) (*q.v.*). 1917 *Princess Matoika* (U.S. Govt.). 1921 ditto (U.S. Mail S. S. Co.) (*q.v.*). 1921 F/V New York–Bremen–New York. 1922 F/V ditto as *President Arthur*. 1924 became *City of Honolulu* (Los Angeles S.S. Co.). 1933 scrapped.
6. (1921) *Potomac*  
9,832. 499 × 58. 1-4. 2S-Q8-13 (Tecklenborg). (Cabin; III). Built 1900 as *Neckar* (N.D.L.) (*q.v.*). 1917 became *Antigone* (U.S. Govt.). 1921 ditto (U.S. Mail S.S. Co.) (*q.v.*). 1921 *Potomac* ditto. 1921 F/V New York–Bremen–Danzig. 1922 L/V ditto. 1928 scrapped.

7. (1921) *Centennial State*  
(1922) *President Adams*  
10,533. 502×62. 1-2-C. 2S-T8-14 (New York S.B. Co. (Camden, N.J.) ). (I-78; III). Built 1921—see U.S. Mail Co. 1921 F/V New York-London. 1922 (May) F/V ditto as *President Adams*. 1924 became *President Adams* (Dollar) (*q.v.*). 1940-41 renamed *President Grant*. Later lost in South Pacific.
8. (1921) *Old North State*  
(1922) *President Van Buren*  
10,533. Ditto. (I-78; III). Built 1920—see U.S. Mail Co. 1921 F/V New York-London. 1922 (May) F/V ditto as *President Van Buren*. 1924 became *President Van Buren* (Dollar) (*q.v.*). 1940-41 renamed *President Fillmore*. 1942 became *Marigold* (U.S. hospital ship).
9. (1921) *Panhandle State*  
(1922) *President Monroe*  
10,533. Ditto. (I-78; III). Built 1920—see U.S. Mail Co. 1921 F/V New York-London. 1922 (May) F/V ditto as *President Monroe*. 1924 became *President Monroe* (Dollar) (*q.v.*). 1940-41 renamed *President Buchanan*.
10. (1921) *Granite State*  
(1922) *President Polk*  
10,533. Ditto. Built 1921. 1922 (April) F/V New York-Bremen. 1922 (Aug.) F/V New York-London as *President Polk*. 1924 became *President Polk* (Dollar) (*q.v.*). 1940-41 renamed *President Taylor*. 1943 (13/2) sunk off Canton Island (0).
11. (1922) *President Garfield*  
10,533. Ditto. Built 1921 as *Blue Hen State* (U.S. Mail) (*q.v.*). 1922 (Aug.) F/V New York-London (*N.B.* Did not run for U.S. Lines as *Blue Hen State*). 1924 became *President Garfield* (Dollar) (*q.v.*). 1940-41 renamed *President Madison*. 1942 became *Refuge* (U.S. hospital ship).
12. 1922 *Peninsula State*  
(1922) *President Pierce*  
(1922) *President Roosevelt*  
14,127. 516×72. 1-2-C. 2S-ST(SR)-18 (N.Y.S.B.Co. (Camden, N.J.) ). (I-320; III-324). 1922 (Feb.) M/V New York-Plymouth-Cherbourg-Bremen. 1922 (May) F/V ditto as *President Pierce*. 1922 (Aug.) F/V ditto as *President Roosevelt*. 1924 cabin and III passengers. 1941 became *Joseph T. Dickman* (U.S. transport). 1948 scrapped.
13. 1922 *Lone Star State*  
(1922) *President Taft*  
(1922) *President Harding*  
14,127. Ditto. (I-320; III-324). 1922 (Mar.) M/V New York-Plymouth-Cherbourg-Bremen. 1922 (May) F/V ditto as *President Taft*. 1922 (Aug.) F/V ditto as *President Harding*. 1924 cabin and III passengers. 1940 became *Ville de Bruges* (Antwerp Navigation Co.). 1940 (14/5) bombed and sunk in R. Scheldt.
14. (1923) *Leviathan*  
59,956. 907×100. 3-2. 4S-ST-23 (Blohm & Voss (Hamburg) ). (I; II; III). Built 1914 as *Vaterland* ("Hapag") (*q.v.*). 1917 became *Leviathan* (U.S. troopship). 1923 (4/7) F/V New York-Cherbourg-Southampton. 1932 tonnage reduced to 48,943. 1934 (1/9) L/V New York-Plymouth-Havre-Southampton-Havre-New York (arr. 14/9). 1934 (Sept.) laid up. 1938 (26/1) sailed New York-Rosyth (Scotland); scrapped.



15. (1924) *Republic*

17,910. 598×68. 1-4. 2S-Q8-14 (Harland & Wolff). (Cabin; III). Laid down as *Scotian* (Wilson's & Furness-Leyland) (*q.v.*). Completed 1907 as *President Grant* ("Hapag"). (*q.v.*). 1917 became *President Grant* (U.S. Govt.) 1924 (29/4) F/V New York-Plymouth-Cherbourg-Bremen. 1931 (June) L/V Hamburg-Southampton-Cherbourg-New York. Became U.S. troopship. 1952 scrapped.

## (B) 1929-31 "CHAPMAN" ERA

1. (1929) *George Washington*
2. (1929) *America*
12. (1929) *President Roosevelt*
13. (1929) *President Harding*
14. (1929) *Leviathan*
15. (1929) *Republic*

(For details see "Shipping Board" era above.)

## (C) 1931 ONWARDS "INTERNATIONAL MERCANTILE MARINE" ERA

12. (1931) *President Roosevelt*
13. (1931) *President Harding*
14. (1931) *Leviathan*

(For details see "Shipping Board" era above.)

16. (1931) *American Merchant*

7,430. 437×58. 1-2-C. S-ST(DR)-15 (American International S.B. Corp. (Hog Island, Penn.)) (Tourist 80). Built 1920 as *Aisne* (U.S. transport). 1924 became *American Merchant* (A.M.L.) (*q.v.*). 1931 F/V for U.S. Lines, New York-London. 1940 became *Ville de Namur* (Antwerp Navigation Co.). 1940 (June) torpedoed and sunk.

17. (1931) *American Banker*

7,430. Ditto. Built 1920 as *Cantigny* (U.S. transport). 1924 became *American Banker* (A.M.L.) (*q.v.*). 1931 F/V for U.S. Lines, New York-London. 1940 became *Ville d'Anvers* (Antwerp Navigation Co.). 1946 *City of Athens*. 1947 *Protea*. 1952 *Arosa Kulm* (Arosa) (*q.v.*).

18. (1931) *American Farmer*

7,430. Ditto. Built 1920 as *Ourcq* (U.S. transport). 1924 became *American Farmer* (A.M.L.) (*q.v.*). 1931 F/V for U.S. Lines, New York-London. 1940 became *Ville de Liège* (Antwerp Navigation Co.). 1940 torpedoed and sunk.

19. (1931) *American Shipper*  
7,430. Ditto. Built 1921 as *Tours* (U.S. transport). 1924 became *American Shipper* (A.M.L.) (q.v.). 1931 F/V for U.S. Lines, New York-London. 1940 became *Ville de Mons* (Antwerp Navigation Co.). 1940 (Sept.) torpedoed and sunk.
20. (1933) *American Trader*  
7,430. Ditto. Built 1920 as *Marne* (U.S. transport). 1924 became *American Trader* (A.M.L.) (q.v.). 1931 F/V for U.S. Lines, New York-London. 1940 became *Ville de Hasselt* (Antwerp Navigation Co.). 1940 (Aug.) torpedoed and sunk.
21. (1931) *American Importer*  
7,555. Ditto. Built 1920 as *Somme* (U.S. transport). 1934 F/V New York-Cobh-Liverpool-Glasgow-Belfast-New York. 1940 became *Ville de Gand* (Antwerp Navigation Co.). 1940 (Aug.) torpedoed and sunk.
22. (1931) *American Traveler*  
7,555. Ditto. Built 1920 as *Cambrai* (U.S. transport). 1934 F/V New York-Cobh-Liverpool-Glasgow-Belfast-New York. 1940 became *Ville d'Arlon* (Antwerp Navigation Co.). 1940 torpedoed and sunk.
23. 1932 *Manhattan*  
24,289. 668×86. 2-2. 2S-ST(SR)-20 (New York S.B. Co. (Camden, N.J.)). (Cabin; tourist; III). Laid down 1930 (6/12). Launched 1931 (5/12). 1932 (10/3) M/V New York-Plymouth-Hamburg. 1941 became *Wakefield* (U.S. troopship). 1942 (3/9) badly damaged by fire; abandoned but eventually reached Halifax; reconditioned at Boston as permanent troopship.
24. 1933 *Washington*  
(1948) *Washington* (c)  
24,289. Ditto. (Cabin; tourist; III). Launched 1932 (20/8). 1933 (10/5) M/V New York-Plymouth-Hamburg. 1941 became *Mount Vernon* (U.S. troopship). 1948 (Feb.) F/V New York-Cobh-Southampton-Havre (1,100 passengers of uniform class). 1949 (Nov.) re-assessed tonnage 29,627. 1951 (12/10) L/V Southampton-New York; subsequently placed in "mothballs".
- 24a. (1946) *Marine Flasher* (c)  
12,558. 497×72. 1-2-C. S-ST(DR)-16. (Kaiser Co. (Vancouver, Wash.)). (Machinery aft). (Tourist 550). Built 1945. 1946-49 New York-Southampton-Havre, etc.
- 24b. (1946) *Marine Perch* (c)  
12,410. Ditto. (Kaiser Co. (Richmond, Calif.)). (Machinery aft). (Tourist 550). Built 1945. 1946-48 New York-Southampton-Havre, etc.
- 24c. (1946) *Marine Marlin* (c)  
12,420. Ditto. (Kaiser Co. (Vancouver, Wash.)). (Machinery aft). (Tourist 550). Built 1945. 1946-48 New York-Southampton-Havre, etc.
- 24d. (1946) *Ernie Pyle* (c)  
12,420. Ditto. (Machinery aft). (Tourist 550). Built 1945. 1946-47 New York-Southampton-Havre, etc.
- 24e. (1947) *Marine Falcon* (c)  
12,420. Ditto. (Machinery aft). (Tourist 550). Built 1945. 1947-48 New York-Southampton-Havre, etc.



- 24f. (1947) *Marine Jumper* (c)  
12,420. Ditto. (Machinery aft). (Tourist 550). Built 1945. 1947-48 New York-Southampton-Havre, etc.
- 24g. (1947) *Marine Tiger* (c)  
12,558. Ditto. (Machinery aft). (Tourist 550). Built 1945. 1947-49 New York-Southampton-Havre, etc.
- 24h. (1948) *Marine Shark* (c)  
12,558. Ditto. (Machinery aft). (Tourist 550). Built 1945. 1948-49 New York-Southampton-Havre, etc.
25. (1946) *America* (II)\*  
26,454. 664 × 93. 2-2-C. 2S-ST(DR & SR)-22 (Newport News S.B. & Dry Dock Co.). (I-516; cabin 371; tourist 159). Laid down 1938 (22/8). Launched 1939 (31/8), 1941 became *West Point* (U.S. troopship). 1946 (14/11) F/V New York-Cobh-Southampton-Havre. 1949 (Nov.) re-assessed tonnage 33,532.
26. 1952 *United States*\*  
53,329. 917 × 102. 2-1-C. 4S-ST(DR)-33 (Newport News S.B. & Dry Dock Co.). (I-871; cabin 508; tourist 549). Laid down 1950 (8/2) in dry dock. Floated 1951 (23/6). 1952 (3/7) M/V New York-Havre-Southampton (some subsequent voyages to and from Bremen).

\* Still in service.

FUNNEL: Red; white band below black top.

FLAG: (a) 1921. White; blue ring with "UNITED STATES LINES" in white; in the ring a red triangle with red three-bladed propeller.  
(b) 1929. White; blue ring and blue triangle; red star in upper corner.  
(c) 1931. White; blue American eagle and blue "U", "S" and "L".  
(d) 1938. White; blue American eagle.

## Chapter 159

1921

### POLISH NAVIGATION COMPANY INC.

(UNITED STATES)

A FEW months after the withdrawal of the American Line's New York-Southampton service in November 1920, one of the three ships that had taken part in it since the Armistice, the 10,000 ton *New York*, was sold to the POLISH NAVIGATION COMPANY INC., for whom she made two round voyages between New York, Antwerp and Danzig. The first started from New York on September 14th 1921 and the second on November 2nd. By that time the rush to obtain transatlantic passages had largely abated and winter business at any rate, was back almost to normal. For these and other reasons the new company met with no success and was forced to close down. The *New York* was scrapped at Genoa in 1923.

## Chapter 160

1922

## NAVIGAZIONE LIBERA TRIESTINA

(ITALIAN)

THE NAVIGAZIONE LIBERA TRIESTINA was established at Trieste under the Austrian flag on December 15th 1906 with a capital of 768,000 kronen. Its first steamers were the *Alga*, *Onda*, *Stella* and *Sabbia*, all of which carried cargo only and took part in tramping activities to various parts of the world. At the outbreak of World War I the fleet had increased to 11 ships and the capital to eight million kronen.

The Company was re-established under the Italian flag after the Armistice, having in the meanwhile lost all but four of its ships. Energetic steps were taken to rebuild and, indeed, expand the fleet, no fewer than 24 steamers of 5,000-8,000 tons being completed at Trieste during the years 1920-23. Most of them were purely cargo steamers, but the 7,500 ton *Timavo*, *Monte Grappa* and *Piave* and the 7,900 ton *Duchessa d'Aosta* and *Rosandra* were each fitted with accommodation for some 40 cabin passengers.

In 1922 the Company started an irregular cargo service from Genoa, Naples and Sicilian ports to New York and Philadelphia. Occasional sailings were undertaken by the passenger steamers, one of the first being by the *Monte Grappa*, which unfortunately had to be abandoned in mid-Atlantic in a sinking condition.

A regular monthly service of cargo steamers was established to New York and Philadelphia in 1925 by the 5,000 ton *Laguna* and sister ships. A year later the *Duchessa d'Aosta*, *Rosandra*, *Piave*, *Timavo* and *Leme* started a combined passenger and cargo service from Trieste and Venice to ports on the North Pacific coast of the U.S.A. and Canada, homeward cargoes consisting largely of timber and wood-pulp. A cargo service from Genoa and Naples to Mexican Gulf ports followed in 1927.

The 12,768 ton *Albania* had been completed for the Cunard Line in 1921. She carried 500 cabin passengers, and although in many ways a fine ship was very different from any other unit of the Cunard fleet. She was, in fact, a misfit and after being laid up for many months was sold to the Navigazione Libera Triestina in 1930, renamed *California* and detailed to the North Pacific service. She did not run for them on the North Atlantic, and is therefore ineligible for inclusion in the accompanying fleet list.

The Navigazione Libera Triestina was amalgamated with "ITALIA" in 1937. In addition to the activities already mentioned, the Company ran cargo services to East and West Africa.



1. 1920 *Timavo*  
7,434. 464×57. 1-2. S-T3-14 (San Rocco (Trieste) ).
2. 1920 *Monte Grappa*  
7,434. Ditto. (Stabilimento Tecnico (Trieste) ). 1922 abandoned in North Atlantic.
3. 1921 *Piave*  
7,565—details as (1).
4. 1921. *Duchessa d'Aosta*  
7,872—details as (2).
5. 1921 *Rosandra*  
7,856—details as (1).

FUNNEL: Yellow; blue band with white "NLT".

FLAG: Blue; white anchor and white "NLT".

## Chapter 161

1922

### NEW YORK-NAPLES STEAMSHIP COMPANY (UNITED STATES)

THE NEW YORK-NAPLES STEAMSHIP COMPANY advertised in June 1922 that the steamer *Philadelphia* would sail under their auspices from New York on July 1st, August 15th and October 1st 1922 for Gibraltar, Naples, Palermo, Piraeus and Constantinople.<sup>1</sup> This 10,000 ton twin-screw ship, built in 1889 as the Inman Line *City of Paris*, had been laid up since November 1920, when she completed her final voyage from Southampton and Cherbourg to New York for the American Line.

The *Philadelphia* sailed from New York on the appointed date, and there followed one of the most astounding voyages it has ever been the fate of a modern passenger steamer to undertake—a mutiny broke out, officers with loaded revolvers are stated to have patrolled the ship and an attempt was made to scuttle her.

The *Philadelphia* got only as far as Naples, where she was sold to shipbreakers. She was scrapped at Genoa.

(<sup>1</sup>) *New York Herald*, 15/6/22, etc.

## Chapter 162

1924-38

## DOLLAR STEAMSHIP LINE

1938

## AMERICAN PRESIDENT LINES

(UNITED STATES)

**T**HE DOLLAR STEAMSHIP LINE was incorporated in the State of California in 1910, its founder being Captain Robert Dollar, who was born in Falkirk (Scotland) in 1844.

In the autumn of 1923 the United States Shipping Board sold to the Dollar Line seven 10,000 ton "*President*" steamers, five of which had hitherto been employed in the United States Lines' service between New York and London. All were placed on a new round the world service from New York to the Panama Canal, California, Hawaii, Japan, China, Malaya, Ceylon, Suez Canal and the Mediterranean to Boston and back to New York.

The first sailing was taken by the *President Harrison*, which left San Francisco on January 5th 1924 and reached Port Said at the end of February. On the final leg of the journey to New York calls were made at Alexandria, Naples, Genoa, Marseilles and Boston. Unlike the other lines described in these pages, the Company operated in one direction only—from east to west. The ships carried cargo and 78 first class passengers.

An eighth steamer of entirely different type—the 10,000 ton *President Fillmore*, built in 1899 as the Hamburg American *Hamburg*—was purchased from the Shipping Board. She was scrapped in 1928.

On August 2nd 1929 the DOLLAR STEAMSHIP LINES, INC. LTD., was incorporated in the State of Delaware and purchased the ships and goodwill of the Dollar Steamship Line (of California) and the Robert Dollar Company, but the latter continued to act as managing agents for the Company's ships until 1938.

The 15,000 ton *Mongolia* and *Manchuria* were purchased from the Panama Pacific Line in 1929 and entered the round the world service as the *President Fillmore* (II) and *President Johnson*, thereby enabling the *Presidents Monroe* and *Hayes* to be transferred to a new two-way transpacific service. The Company's principal transpacific service had started in 1925, when they took over a series of 12,000 ton "*President*" steamers from the Pacific Mail Steamship Company. One of these ships, the *President Wilson*, was detailed to the round the world service in 1929.

Captain Robert Dollar died in 1931 at the age of 87, and was succeeded by his son, R. Stanley Dollar.



The world-wide depression of the 1930's was responsible for the Company getting into financial difficulties. In 1938 it was taken over by the American Government, who reorganised it under the name AMERICAN PRESIDENT LINES. It remained under Government control until October 1952, when a syndicate known as the "American President Lines Associates Inc." purchased a controlling interest at a public auction.

An immediate result of the 1938 reorganisation was that seven new steamers were ordered to replace the seven older ships, of which, however, only the *Presidents Adams, Harrison, Polk and Garfield* were at that time engaged in the round the world service. The depression had resulted in a temporary decrease of sailings from fortnightly to monthly.

During the second half of 1940 and the first half of 1941 the Company took delivery of the 10,000 ton *Presidents Jackson, Monroe, Hayes, Polk, Van Buren and Garfield*, but the seventh ship, the *President Adams*, was handed over to the U.S. Navy. In order to avoid duplication, six of the seven original round the world steamers were renamed. In the meanwhile, the outbreak of World War II had made it necessary to re-route the round the world service so as to avoid the Mediterranean. The ships proceeded from Bombay to New York via the Cape of Good Hope, and in this way none of the new ships can be said to have run on the North Atlantic before "Pearl Harbor Day", December 7th 1941, when the whole of the Company's fleet of 20 ships was taken over by the U.S. Government.

When the war ended the only ships to re-enter the Company's service were the *President Polk* and *President Monroe*, one of which sails every two months from Boston for New York, Havana, Cristobal, Balboa, Los Angeles, San Francisco, Honolulu, Yokohama, Kobe, Hong Kong, Manila, Singapore, Penang, Colombo, Cochin, Bombay, Karachi, Suez, Port Said, Alexandria, Naples, Marseilles, Genoa, Leghorn, New York and back to Boston. Intervening sailings are taken by cargo steamers carrying 12 passengers. In addition, the Company operates a two-way transpacific service between San Francisco and Manila by the 15,500 ton *President Cleveland* and *President Wilson*.

During the summer of 1954 the Company acquired a controlling interest in the American Mail Line, which operates between Seattle and the Orient. They have since announced that they will build four 580 feet passenger-cargo liners for the round the world aservice. The ships will have a speed of 20 knots and will carry 122 passengers.

1. (1924) *President Harrison*  
10,533. 502×62. 1-2-C. 2S-T8-14 (New York S.B. Co. (Camden, N.J.) ).  
Built 1920 as *Wolverine State* (Pacific Mail). 1941 (8/12) deliberately wrecked in China Sea to render useless.
2. (1924) *President Hayes*  
10,533. Ditto. Built 1920 as *Creole State* (U.S. Mail S.S. Co.) (*q.v.*). 1921 became ditto (Pacific Mail). 1940-41 renamed *President Tyler*.

3. (1924) *President Adams*  
10,533. Ditto. Built 1921 as *Centennial State* (U.S. Mail S.S. Co.). (q.v.).  
1940-41 renamed *President Grant*; later lost in South Pacific.
4. (1924) *President Van Buren*  
10,533. Ditto. Built 1920 as *Old North State* (U.S. Mail S.S. Co.) (q.v.).  
1940-41 renamed *President Fillmore*. 1942 became *Marigold* (U.S. hospital ship).
5. (1924) *President Monroe (I)*  
10,533. Ditto. Built 1920 as *Panhandle State* (U.S. Mail S.S. Co.) (q.v.).  
1941 renamed *President Buchanan*.
6. (1924) *President Polk (I)*  
10,533. Ditto. 1922 became *Granite State* (U.S. Lines) (q.v.). 1940-41  
renamed *President Taylor*. 1943 (13/2) lost off Canton Island (0).
7. (1924) *President Garfield*  
10,533. Ditto. Built 1921 as *Blue Hen State* (U.S. Mail S.S. Co.) (q.v.).  
1940-41 renamed *President Madison*. 1942 became *Refuge* (U.S. hospital ship).
8. (1924) *President Fillmore (I)*  
9,699. 499×60. 2-2. 2S-Q8-15 (Vulkan (Stettin)). Built 1899 as *Hamburg*  
("Hapag") (q.v.). (see also U.S. Lines). 1928 scrapped.
9. (1929) *President Fillmore (II)*  
15,903. 600×65. 1-4. 2S-Q8-16 (New York S.B. Co. (Camden, N.J.)).  
Completed 1904 as *Mongolia* (Pacific Mail) (see A.T.L.). 1940 became  
*Panamanian* (Panamanian).
10. (1929) *President Johnson*  
15,903. Ditto. Completed 1904 as *Manchuria* (Pacific Mail) (see A.T.L.).  
1940 became *Tagus* (Panamanian). 1947 *Santa Cruz* (chartered to "Italia").  
1952 scrapped at Savona.
11. (1929) *President Wilson*  
12,599. 516×72. 1-2-C. 2S-ST(SR)-18 (New York S.B. Co. (Camden, N.J.)).  
Built 1921 as *Empire State* (Pacific Mail). 1925 became *President Wilson*  
(Dollar transpacific service). 1940 *Maria Pipa* (Spanish). 1940 *Cabo de Hornos* (Ybarra).
12. (1946) *President Monroe (II)\**  
9,255. 465×70. 1-2-C. S-ST(DR)-17 (Newport News S.B. & D.D. Co.).  
(1-98). Built 1941.
13. (1946) *President Polk (II)\**  
9,260. Ditto. (1-98). Built 1941.

\* Still in service.

#### DOLLAR STEAMSHIP LINE

FUNNEL: Black; broad red band with white "\$".

FLAG: Red; large buff "\$".

#### AMERICAN PRESIDENT LINES

FUNNEL: Blue; broad red band with white eagle and small white star in each corner.

FLAG: Red; white eagle with small white star in each corner.



## Chapter 163

1924-31

AMERICAN MERCHANT LINES  
(UNITED STATES)

THE United States Shipping Board, then the owners of the United States Lines, sold the five "*President*" steamers of their New York-London service to the Dollar Line in 1924 for a new round the world service.

In their places the 7,000 ton *American Merchant*, *American Banker*, *American Farmer*, *American Shipper* and *American Trader* were handed over to J. H. Winchester & Company, who operated them between New York and London under the trade name AMERICAN MERCHANT LINES. The ships carried 12 tourist passengers—later increased to 80—and for a time the Company remained outside the North Atlantic Passenger Conference, which meant, for one thing, that recognised travel agents were debarred from booking passengers for the Line.

When the Shipping Board sold the United States Lines to P. W. Chapman & Company on March 21st 1929 the *American Merchant* and her four sister ships were included in the sale, but continued to operate as the American Merchant Lines. The Shipping Board foreclosed on Chapman's on October 31st 1931 and sold the fleets of the United States Lines and the American Merchant Lines to the United States Lines Company of Nevada.

As a result, the five steamers of the American Merchant Lines were incorporated into the United States Lines fleet, and sailed under their houseflag on the New York-London route. At a later date two similar ships—the *American Importer* and *American Traveler*—started a service between New York and Liverpool. Further details of the ships and services will be found in the United States Lines chapter.

## Chapter 164

1927

AMERICAN SCANTIC LINE  
(UNITED STATES)

THE AMERICAN SCANTIC LINE INC. was formed on September 12th 1927 to operate a service of steamers between Atlantic coast ports of the U.S.A. and ports in Sweden, Denmark, Norway and Finland. The promoters were the New York firm of MOORE & McCORMACK COMPANY INC. which had been founded in 1913 by Albert V. Moore and Emmet J. McCormack. The first American

Scantic Line ship, the *Minnequa*, was purchased from the United States Shipping Board in October 1927. Others soon followed.

In 1928 Congress passed a law allowing payments on a mileage basis to be made to American-flag steamship lines carrying the mails on essential routes. The American Scantic Line benefitted handsomely by this arrangement and, in fact, their business as a whole developed in an eminently satisfactory manner. There was also an increasing demand for passages. In 1932, therefore, arrangements were made for the *Chickasaw*, *Bird City*, *Saguache* and *Schenectady* to be fitted with 30 cabins of uniform class, capable of accommodating a total of 90 passengers. At the same time the ships were renamed *Scanmail*, *Scanpenn*, *Scanstates* and *Scanyork*.

From time to time the Company's itinerary underwent changes. During the summer of 1939 it was New York-Gothenburg-Copenhagen-Gdynia-Stockholm-Helsinki-Gdynia-Copenhagen-New York. For a period of nine months in 1933 a westbound call had been made at Stettin, but this was abandoned on instructions from the U.S. Post Office Department. At one time a regular call was made at Leningrad, but latterly this became only an occasional feature.

World War II was responsible for the temporary abandonment of the service. A cargo service was resumed in 1945, and a year or two later plans were considered for the building of two passenger-cargo steamers with accommodation for 160 passengers. For various reasons nothing has been done so far, and at the present time the Company is maintaining a service between Baltimore-Philadelphia-New York-Boston-Oslo-Gothenburg-Copenhagen with cargo steamers carrying 12 passengers.

On September 8th 1938 the Moore & McCormack Company Inc. changed its name to MOORE-McCORMACK LINES INC. A month later the 20,000 ton *Brazil* sailed from New York for South America and thereby inaugurated the American Republics Line under Moore-McCormack management. The *Uruguay* and *Argentina* followed. All three ships are still engaged in this service.

1. (1932) *Scanmail*  
5,163. 390×54. 1-2. S-ST(DR)-13 (American International S.B. Corp. (Hog Island, Pa.)). Built 1919 as *Chickasaw*.
2. (1932) *Scanpenn*  
5,163. Ditto. Built 1919 as *Bird City*.
3. (1932) *Scanstates*  
5,163. Ditto. Built 1919 as *Saguache*. 1940 became *Cantuarina* (Lloyd Brasileiro).
4. (1932) *Scanyork*  
5,163. Ditto. Built 1919 as *Schenectady*. 1940 became *Maua* (Lloyd Brasileiro). 1952 constructive total loss.

FUNNEL: Buff; broad green band with red "M" in white ball; black top.

FLAG: White with red cross; green border.



## Chapter 165

1930-35

POLSKIE TRANSATLANTYCKIE TOWARZYSTWO  
OKRETOWE  
(Polish Transatlantic Shipping Company Ltd.)

1935-50

GDYNIA-AMERIKA LINJE ZEGLUGOWE SPOLKA  
(Gdynia-America Shipping Line)

1950-51

POLSKIE LINJE OCEANICZNE  
(Polish Ocean Lines)  
(POLISH)

THE POLSKIE TRANSATLANTYCKIE TOWARZYSTWO OKRETOWE (Polish Transatlantic Shipping Company Limited) was founded at Gdynia in 1930 to take over the three steamers of the Baltic American Line—the 7,000 ton *Polonia*, *Estonia* and *Lituania*—and with them to continue the service that this Company had been running from the Baltic to New York, but under the Polish instead of the Danish flag. It should be mentioned that the port of Gdynia, situated in the much talked-about “Polish Corridor”, was still in a far-from-finished condition. Nevertheless, tremendous strides had been made and it bore little resemblance to the small fishing village which had existed on the spot in the days before World War I.

The *Estonia* and *Lituania* were renamed *Pulaski* and *Kosciuszko* respectively; the name *Polonia*, being eminently suitable, remained unchanged. The first sailing of the new Company took place in March 1930 from Gdynia to Copenhagen, Halifax and New York.

These three steamers were all 15 or more years old. It was, therefore, necessary from an early stage in the Company's career to consider ways and means of replacing them. The solution lay in a trade agreement, which was signed in 1934 between Italy and Poland, whereby the former undertook to build two motor ships of over 14,000 tons in return for a series of shipments of Polish coal. The first of the ships, the *Pilsudski*, left Trieste for Gdynia in August 1935. The *Batory* had been launched a month previously. In the meanwhile the name of the Company had been changed to GDYNIA-AMERIKA LINJE ZEGLUGOWE SPOLKA (Gdynia-America Shipping Line).

The maiden voyage of the *Pilsudski* took place in September 1935 from Gdynia to New York. Both she and her sister ship had been

built to accommodate 370 cabin and 400 third class passengers, but it was decided to reclassify the accommodation as tourist and third class. The *Batory* entered service in the following year.

The *Pulaski*, *Kosciuszko* and *Polonia* were detailed to a new service between Gdynia and South America, for which the 11,500 ton motor ships *Chrobry* and *Sobieski* were built in 1939 in Denmark and England respectively. With the completion of these two ships the *Polonia* was scrapped, and the other veterans withdrawn.

At the outbreak of World War II the *Pilsudski* became an armed merchant cruiser, and was sunk near the River Humber in November 1939. The *Chrobry* was sunk at Narvik during the invasion of Norway in 1940. The *Batory* and *Sobieski* served as allied troopships and both survived the war, as did the *Pulaski* and *Kosciuszko*, which were renamed and have since been scrapped.

In 1946 the *Sobieski* was placed in service between Italy and New York. She was sold to Russia in 1950.

The *Batory* resumed commercial service in May 1947 between Gdynia, Copenhagen and New York, carrying first class and tourist passengers. A call at Southampton in each direction was introduced. The service was discontinued early in 1951, when for political reasons the Company, which had latterly substituted the description POLISH OCEAN LINES for "Gdynia-America Line", was refused docking facilities at New York. In consequence, the *Batory* sailed from Gdynia for Bombay and Karachi via Southampton and Suez in August 1951, and has been engaged in this service ever since under the auspices of the Polish Ocean Lines.

1. (1930) *Polonia*

7,858. 450 × 56. 2-2. 2S-Q8-15 (Barclay Curle). Built 1911 as *Kursk* (Russian American) (*q.v.*). 1921 became *Polonia* (Baltic American) (*q.v.*). 1930 F/V Gdynia-Copenhagen-New York. 1936 transferred to S. American service. 1939 scrapped.

2. (1930) *Pulaski*

6,503. 426 × 53. 2-2. 2S-Q8-15 (Barclay Curle). Built 1912 as *Czar* (Russian American) (*q.v.*). 1921 became *Estonia* (Baltic American) (*q.v.*). 1930 F/V Gdynia-Copenhagen-New York. 1936 transferred to S. American service. 1939 became a transport. 1946 *Empire Penryn* (British). 1949 scrapped at Blyth.

3. (1930) *Kosciuszko*

6,598. 440 × 53. 2-2. 2S-Q8-15 (Barclay Curle). Built 1915 as *Czaritza* (Russian American) (*q.v.*). 1921 became *Lituania* (Baltic American) (*q.v.*). 1930 F/V Gdynia-Copenhagen-New York. 1936 transferred to S. American service. 1939 became *Gdynia* (Polish naval depot ship). 1946 became *Empire Helford* (British). 1949 (Dec.) sold to Germany; scrapped.

4. 1935 *Pilsudski* (M/S)

14,294. 499 × 71. 2-2-C. 2S-2SC.SA-17 (Cantieri Riuniti dell'Adriatico (Monfalcone)). (tourist 370; III-400). Launched 1934 (19/12). 1935 (Sept.) M/V Gdynia-New York. 1939 (26/11) torpedoed near River Humber when serving as Allied armed merchant cruiser.



5. 1936 *Batory* (M/S)

14,287. Ditto. (tourist 370; III-400). Launched 1935 (3/7). 1936 (18/5) M/V Gdynia-Copenhagen-New York. 1939 became Allied transport. 1947 (May) F/V after W.W.II, Gdynia-New York (I; tourist). 1951 (Jan.) L/V Gdynia-Copenhagen-Southampton-New York and return. 1951 (Aug.) F/V Gdynia-Southampton-Suez Canal-Bombay-Karachi.

6. (1946) *Sobieski* (M/S)

11,030. 493 × 67. 1-2-C. 2S-2SC.DA-17 (Swan, Hunter & Wigham Richardson). (I-44; tourist 860). Built 1939 for Company's S. American service. 1946 F/V Italy-New York. 1950 sold to Russia.

FUNNEL: (a) 1930 Buff.

(b) 1935 Buff; red band with shield and trident device of houseflag.

FLAG: (a) 1930 White-red-white horizontal stripes; on the red "P.T."

(b) 1935 White-red-white horizontal stripes; on the red blue trident on red pointed shield with white sides; white "GA" and "L".

## Chapter 166

1931-38

## BALTIMORE MAIL STEAMSHIP COMPANY

(UNITED STATES)

THE BALTIMORE MAIL STEAMSHIP COMPANY was incorporated in the State of Maryland on July 7th 1930. It was a subsidiary of the International Mercantile Marine Company, now the United States Lines.

The Company purchased five 440 feet World War I transports, which were lengthened to 486 feet, fitted with double reduction geared turbines and provided with tourist class accommodation for 80 passengers. They were renamed *City of Baltimore*, *City of Hamburg*, *City of Havre*, *City of Newport News* and *City of Norfolk*. The first sailing took place on July 2nd 1931 from Baltimore to Southampton, Havre and Hamburg.

The service was withdrawn in June 1938 and the ships transferred to the Panama Pacific Line's service between New York, Los Angeles and San Francisco, the ships named after European ports being suitably renamed *City of San Francisco* and *City of Los Angeles*. The Company was dissolved on June 17th 1947.

1. (1931) *City of Baltimore*

8,424. 486 × 56. 1-2. S-ST(DR)-15 (Bethlehem S.B. Corp. (Alameda, Calif.)). (Tourist-80). Built 1919 as *Steadfast* (U.S. transport). 1931 lengthened and re-engined. 1931 F/V Baltimore-Southampton-Havre-Hamburg. 1938 transferred to Panama Pacific Line. 1941 became U.S. transport.

2. (1931) *City of Hamburg*  
8,424. Ditto. Built 1919 as *Eclipse* (U.S. transport). 1931 as above. 1938 became *City of San Francisco* (Panama Pacific). 1941 became U.S. transport.
3. (1931) *City of Havre*  
8,424. Ditto. Built 1918 as *Victorious* (U.S. transport). 1931 as above. 1938 became *City of Los Angeles* (Panama Pacific). 1941 *William P. Biddle* (U.S. transport). 1942 (Aug.) sunk by Japanese "suicide bomber" off Guadalcanal.
4. (1931) *City of Newport News*  
8,424. Ditto. Built 1919 as *Archer* (U.S. transport). 1931 as above. 1938 transferred to Panama Pacific Line. 1941 became U.S. transport.
5. (1931) *City of Norfolk*  
8,424. Ditto. Built 1918 as *Independence* (U.S. transport). 1931 as above. 1938 transferred to Panama Pacific Line. 1941 became U.S. transport.

FUNNEL: Buff with narrow red band; black top.

FLAG: White; red and black "bottony" (cross).

## Chapter 167

1931-39

### BERNSTEIN LINE

(ARNOLD BERNSTEIN REEDEREI)

(BERNSTEIN (RED STAR) LINE)

(GERMAN)

THE ARNOLD BERNSTEIN REEDEREI was founded in 1926 by Herr Arnold Bernstein, who acquired several ocean-going cargo steamers, most of which were placed in service between Antwerp and New York. They included the 5,226 ton *Eberstein* and the 5,946 ton *Hohenstein*, built in 1904 as the Hamburg American *California* and *Polynesia*, and a smaller ship, the 3,992 ton *Schleswig-Holstein*, formerly the *Lord Ormonde* of the Irish Shipowners Co. Ltd.

In 1928-29 the Company purchased the 7,000 ton *Mamari*, *Matatua* and *Arawa* from the Shaw, Savill & Albion Line, and renamed them *Gerolstein*, *Ilsenstein* and *Königstein* respectively. A further acquisition was the 6,000 ton *Drachtenstein*, formerly the Donaldson Line cargo steamer *Carmia*, and built in 1906 as the same Company's passenger steamer *Cassandra*.

Early in 1930 the Erie Railroad entered into negotiations with the Bernstein Line, with the result that a limited liability company was formed and the railroad purchased two million dollars worth of bonds in return for a mortgage on the fleet. Both parties benefitted initially from this transaction as the Bernstein Line were able to reimburse certain German shipyards for repairs and alterations to their ships, and the Erie Railroad obtained the rail haul of most of



the cargo shipped by the Line to Europe. Eastbound cargoes, it should be added, consisted largely of unpacked automobiles.

Shortly after the conclusion of these arrangements the world-wide slump seriously curtailed the shipment of American cars to Europe. It was decided in 1931, therefore, to instal accommodation for passengers of one class in the *Gerolstein*, *Ilsestein* and *Königstein*, all of which had carried passengers in their Shaw Savill days. The *Arawa* had been the most profitable in this respect, her original complement being 44 first, 70 second and 200 third class. To begin with the Company operated outside the North Atlantic Passenger Conference.

When the old-established Red Star Line fell on evil days in 1934 it was originally anticipated that it would be purchased by a British syndicate. The British Government intervened, however, and the Line was eventually acquired by Arnold Bernstein in conjunction with an American Trust Company, a separate concern, the BERNSTEIN (RED STAR) LINE being formed in 1935. The ships included in the sale were the 16,000 ton *Pennland* and *Westernland*, which were adapted to carry large numbers of unpacked automobiles in addition to over 500 tourist class passengers. They continued to run between Antwerp, Halifax and New York via Southampton.

In January 1937 Mr. Bernstein, who was a non-aryan, was arrested by the Nazis and thrown into prison. He played no further part in the Company's activities. For various reasons, including the fact that the *Gerolstein*, *Ilsestein* and *Königstein* were all over 30 years old, the principal units of the fleet were disbanded, the first two being scrapped in 1939 and the last-named sold to Belgium. In June 1939 the Holland America Line purchased the *Pennland* and *Westernland*, together with the rights to the Antwerp-New York service, on which the two ships continued to run without change of name.

The *Pennland* was sunk during World War II. Although the *Westernland* survived its perils, she was purchased by the British Government and has since been scrapped.

1. (1931) *Gerolstein*

7,772. 454 × 56. 1-2. 2S-Q8-13 (Harland & Wolff). Built 1904 as *Mamari* (Shaw, Savill & Albion). 1928-29 purchased by Arnold Bernstein and renamed (6,845 tons). 1931 passenger accommodation fitted. 1939 sold.

2. (1931) *Ilsestein*

8,216. 448 × 56. 1-2. 2S-T6-13 (Workman Clark). Built 1904 as *Matatua* (Shaw, Savill & Albion). 1928-29 purchased by Arnold Bernstein and renamed (6,518 tons). 1931 passenger accommodation fitted. 1939 scrapped.

3. (1931) *Königstein*

9,626. 459 × 60. 1-2. 2S-T6-13 (Swan, Hunter & Wigham Richardson). Built 1907 as *Arawa* (Shaw, Savill & Albion). 1928-29 purchased by Arnold Bernstein and renamed (7,415 tons). 1931 passenger accommodation fitted. 1939 became *Gandia* (Belgian). 1942 (22/1) war casualty.

4. (1935) *Pennland*

16,082. 575 × 68. 2-2-C. 3S-T8 & ST-15 (Harland & Wolff). Laid down 1913 as *Pittsburgh* (American Line)—see White Star and Red Star. 1935 F/V Antwerp-Southampton-New York. 1939 (June) sold to Holland America Line (*q.v.*).

5. (1935) *Westernland*

16,231. Ditto. Built 1918 as *Regina* (Dominion) (*q.v.*). 1935 F/V Antwerp-Southampton-New York. 1939 (June) sold to Holland America Line (*q.v.*).

## ARNOLD BERNSTEIN

FUNNEL: Black with white-edged house flag.

FLAG: Horizontal divisions of black and red; white diamond with "AB" in black.

## BERNSTEIN (RED STAR)

FUNNEL: Black with red star on white band.

FLAG: White broad pennant with red star.

## Chapter 168

1932

## "ITALIA"

1932. "Italia"—Flotte Riunite Cosulich-Lloyd Sabaudo-N.G.I.

1937. "Italia" Società Anonima di Navigazione

1952. "Italia" Società per Azioni di Navigazione

(ITALIAN)

THE "ITALIA"—FLOTTE RIUNITE COSULICH-LLOYD SABAUDO-N.G.I., came into being on January 2nd 1932 by the amalgamation of the Navigazione Generale Italiana and Lloyd Sabaudo, and the co-ordination of the Cosulich Line into the same financial group. The last-named company, however, still maintained a separate management at Trieste.

There were two principal reasons for the formation of the new company. The first was that the worldwide depression had seriously affected the Italian lines and made it essential to eliminate all wasteful competition. The second, and perhaps the more important, was that, for prestige reasons, the Italian Government had encouraged both the N.G.I. and the Lloyd Sabaudo to lay down a mammoth ship of about 50,000 tons. The N.G.I. *Rex* and the Lloyd Sabaudo *Conte di Savoia* had been launched in 1931 and were due to enter service during the latter half of 1932. All three companies had been parties to a pooling arrangement on the North Atlantic since 1928, but the approaching completion of the new ships made it highly desirable to go a stage further—in the interests of economy it was imperative for the new ships to be operated under one management.

The new company had a capital of 720 million lire and a fleet of 22 ships totalling 400,476 tons gross. The most important N.G.I. ships in commission were the *Augustus* (32,650 tons) and *Roma* (32,583) of the Genoa-New York service together with the *Duilio* (24,281) and *Giulio Cesare* (21,657) of the South American service. The Lloyd Sabaudo contributed the *Conte Grande* (25,661) and *Conte*



*Biancamano* (24,416) for the Genoa–New York service and the *Conte Verde* (18,765) and *Conte Rosso* (17,048) for the South American. The Cosulich *Saturnia* (23,940) and *Vulcania* (23,970) ran between Trieste and New York; the 20,000 ton *Neptunia* and *Oceania* were under construction for the Trieste–South America trade. Thus, there was a duplication of N.G.I. and Lloyd Sabaudo services on both North and South Atlantic. For a time the *Augustus*, *Roma*, *Conte Grande* and *Conte Biancamano* all remained on the North Atlantic, but the *Conte Verde* and *Conte Rosso* were transferred to the Lloyd Triestino, in whose Far Eastern service they subsequently took part.

The new N.G.I. giant, the 51,062 ton *Rex*, left Genoa on September 27th 1932 on her maiden voyage to New York. The *Conte di Savoia* was slightly smaller than the *Rex* and was easily distinguishable by her cruiser stern. A special feature was her Sperry stabilizer, the object of which was to reduce rolling to a minimum. She entered the service in November 1932.

The *Rex*, *Conte di Savoia*, *Augustus* and *Roma*, together with the Cosulich *Saturnia* and *Vulcania*, usually took charge of the New York service, thereby enabling the *Conte Grande* and *Conte Biancamano* to be transferred to the South American route, which was augmented as necessary by the *Augustus*. The *Duilio* and *Giulio Cesare* inaugurated a new service between Italy and South Africa.

In spite of an inauspicious maiden voyage the *Rex* soon became a highly popular and reliable ship. In August 1933 she steamed from Tarifa (near Gibraltar) to Ambrose in 4 days 13 hours 58 minutes at an average speed of 28.92 knots and thereby won the record for the fastest westward crossing from the Norddeutscher Lloyd *Bremen*, but never succeeded in gaining the eastward record. She was appreciably faster than the *Conte di Savoia*, whose best passage barely exceeded 27½ knots.

Signor Mussolini decided in 1936 that Italian shipping should be concentrated into four principal groups—one to include both North and South Atlantic; another to work the lines to Africa, Asia and Australia and two others the subsidised lines in the Mediterranean. The new arrangements came into operation on January 2nd 1937. They provided for the liquidation of "Italia—Flotte Riunite" and the creation of "ITALIA" SOCIETÀ ANONIMA DI NAVIGAZIONE, which absorbed the "Cosulich" Società Triestina di Navigazione. The new Company's resources were concentrated entirely on the North and South Atlantic, and in consequence it had to part with a number of ships. The New York fleet was not, however, affected.

World War II was responsible for the loss of the Company's four largest ships—the *Rex*, *Conte di Savoia*, *Augustus* and *Roma*—in addition to the South American service *Oceania* and *Neptunia*, the ex-N.G.I. *Duilio* and *Giulio Cesare* and the ex-Lloyd Sabaudo *Conte Rosso* and *Conte Verde*. The last four had passed into the hands of the Lloyd Triestino. The only surviving members of the fleet at the

end of the war were the *Conte Grande*, *Conte Biancamano*, *Saturnia*, *Vulcania* and the 9,000 ton *Principessa Giovanna*, all of which had been requisitioned, the first four by the Americans and the last-named by the British.

The *Vulcania* was returned to the Italian Government by the U.S.A. on November 14th 1946, delivered to "Italia" on December 1st and for the next four months was employed in transporting prisoners of war and refugees from East Africa to Italy. In the meanwhile her sister ship, the *Saturnia*, was also de-requisitioned and on January 20th 1947 undertook the first post-war sailing from Genoa to New York under a special arrangement with the American Export Lines. A week later the *Principessa Giovanna*, which had been employed by the British as a hospital ship, sailed to Buenos Aires as the *San Giorgio*. In the following July the *Vulcania* made her first post-war commercial voyage to South America, after which she joined the *Saturnia* on the North Atlantic. Finally, the *Conte Grande* and *Conte Biancamano* sailed to South America in 1949.

In the meanwhile the 9,000 ton *Ugolino Vivaldi*, *Sebastiano Caboto* and *Paolo Toscanelli* had been completed in 1947-48 and sailed on their maiden voyages to South or Central America, three similar ships following them in 1949. In addition the *Leme* (formerly of the Navigazione Libera Triestina) was de-requisitioned and the 15,000 ton *Santa Cruz* chartered from the Tagus Navigation Company. By this time the 28,000 ton *Giulio Cesare* was nearing completion for the South American service and a sister ship, the *Augustus*, was under construction. They were commissioned in 1951-52.

Having catered for the needs of the South American trade the Company was now able to turn its attention to the North Atlantic, for which the 29,000 ton *Andrea Doria* was laid down in 1950 and the *Cristoforo Colombo* in 1952. The former started her maiden voyage from Genoa to New York in January 1953 and the latter in July 1954. Thus, the Company has made a remarkable recovery during the past few years and possesses a fleet of ships second to none on the particular routes they serve.

At the time of writing "Italia" is maintaining the following services: Genoa-Cannes-Naples-Gibraltar-New York by the *Cristoforo Colombo* and *Andrea Doria*; Genoa-Naples-Palermo-Gibraltar-Lisbon-Halifax-New York by the *Saturnia* and *Vulcania* (and in summer only by the *Conte Biancamano*); Genoa-Barcelona-Dakar-Brazil-Argentina; Genoa-Naples-Barcelona-Panama Canal-West coast of South America; Trieste-Naples-Genoa-South America; cargo service, Adriatic-South America; cargo service, Adriatic-Panama Canal-Pacific coast of North America.

1. (1932) *Roma*

32,583. 666×83. 2-2. 4S-ST(SR)-20 (Ansaldo (Sestri Ponente) ). (I-537; II-548; III-708. Built 1926 for N.G.I. (q.v.). 1943 became *Aquila* (Italian Navy); converted to aircraft carrier; subsequently damaged by bombing. 1950-51 scrapped at Spezia.



2. (1932) *Augustus* (M/S)  
32,650. 666 × 83. 2-2. 4S-2SC.DA-19 (Ansaldo (Sestri Ponente) ). Built 1927 for N.G.I. (*q.v.*). 1943 became *Sparviero* (Italian Navy); converted to aircraft carrier. 1944 (Sept.) scuttled by Germans at Genoa. 1946 refloated; sold. 1951 scrapped.
3. (1932) *Conte Grande*  
25,661. 652 × 78. 2-2. 2S-ST(DR)-19 (Stabilimento Tecnico (Trieste) ). Built 1928 for Lloyd Sabauda (*q.v.*). 1941 (22/8) seized by Brazil; sold to U.S.A. and renamed *Monticello* (U.S.). 1947 (23/7) returned to "Italia"; reverted to *Conte Grande* (tonnage 23,842). 1949 (14/7) F/V after W.W.II, Genoa-Buenos Aires. (Owned by Società Marittima Nazionale—chartered by "Italia".)
4. (1932) *Conte Biancamano*  
(1949) *Conte Biancamano*\* (*c*)  
24,416. 651 × 76. 2-2. 2S-ST(DR)-19 (Beardmore). Built 1925 for Lloyd Sabauda (*q.v.*). 1937 transferred to Lloyd Triestino. 1941 (Dec.) seized by U.S. at Colon; renamed *Hermitage*. 1949 (10/11), F/V after W.W.II, Genoa-Buenos Aires as *Conte Biancamano*. (Is sometimes employed on N. Atlantic.) Owned by Società Marittima Nazionale—chartered by "Italia" (I-215; cabin 333; tourist 1,030) (tonnage 23,562).
5. 1932 *Rex*  
51,062. 833 × 97. 2-2. 4S-ST(SR)-28 (Ansaldo (Sestri Ponente) ). (I-604; special 378; tourist 410; III-866). Laid down 1930 (27/4). Launched 1931 (1/8). 1932 (27/9) M/V Genoa-New York. 1944 (9/9) bombed and sunk by British aircraft at Capodistria. 1947-48 scrapped.
6. 1932 *Conte di Savoia*  
48,502. 786 × 96. 2-2-C. 4S-ST(SR)-27. (Cantieri Riuniti dell'Adriatico). (I-360; Tourist 778; III-922). Laid down 1930 (4/10). Launched 1931 (28/10). 1932 (30/11) M/V Genoa-New York. 1943 (11/9) bombed and sunk in shallow water. 1945 (16/10) refloated; sold. 1950 scrapped.
7. (1937) *Vulcania*\* (M/S)  
23,970. 631 × 80. 1-2. 2S-2SC.DA-21 (Cantiere Navale Triestino (Monfalcone) ). Built 1928 for Cosulich (*q.v.*). 1943 became U.S. transport. 1946 (14/12) de-requisitioned by U.S.A. 1947 (20/1) F/V on North Atlantic after W.W.II, Genoa-New York. (Tonnage 24,496).
8. (1937) *Saturnia*\* (M/S)  
23,940. Ditto. Built 1927 for Cosulich (*q.v.*). 1944 became hospital ship *Francis Y. Slinger* (U.S. Navy). 1946 (1/12) returned to "Italia"; reverted to *Saturnia*. 1947 (29/8) F/V on North Atlantic after W.W.II, Genoa-New York. (Tonnage 24,346).
9. 1953 *Andrea Doria*\*  
29,082. 627 × 90. 1-2-C. 2S-ST(DR & SR)-23 (Ansaldo (Genoa) ). (I-218; cabin 320; tourist 703). Launched 1951 (16/6). 1953 (14/1) M/V Genoa-New York.
10. 1954 *Cristoforo Colombo*\*  
29,100. 627 × 90. 1-2-C. 2S-ST(DR & SR)-23 (Ansaldo (Genoa) ). (I-202; cabin 244; tourist 703). Laid down 1952 (19/1). Launched 1953 (10/5). 1954 (15/7) M/V Genoa-New York.

\* Still in North Atlantic service.

FUNNEL: White with narrow green band; red top.

FLAG: Vertical white and red stripes; on the white a red cross; on the red a large white "fleur-de-lys" type design.

## Chapter 169

1939

## GREEK LINE

General Steam Navigation Company of Greece  
(GREEK)

Compañía Marítima del Este S.A.  
(PANAMANIAN)

Transatlantic Shipping Corporation  
(LIBERIAN)

THE GENERAL STEAM NAVIGATION COMPANY OF GREECE—now known as the GREEK LINE—was founded in 1938, and in April 1939 purchased the 17,000 ton Anchor liner *Tuscania*, which was renamed *Nea Hellas* and placed in service between Piraeus and New York. The service was interrupted almost at once by the outbreak of World War II. Between 1941 and 1947 the *Nea Hellas* served as a transport under the management of the Anchor Line, and was affectionately nicknamed "Nellie Wallace" by many thousands of British troops who travelled on her. She resumed service for her Greek owners in the latter year.

A year previously the Company had acquired the 9,000 ton *Katoomba* from McIlwraith, McEacharn Ltd. of Melbourne and placed her in service between Piraeus, Genoa and New York. In 1949, having in the meanwhile been renamed *Columbia*, she was joined by the 7,700 ton *Canberra*, formerly belonging to the Australian Steamships Proprietary Ltd., and the 10,500 ton *Neptunia*, formerly the *Johan de Witt* of the Nederland Line. These ships were registered in the name of the COMPAÑIA MARITIMA DEL ESTE, S.A., and flew the Panamanian flag.

In order to cater for the greatly increased traffic between Germany and North America the *Columbia* was transferred in 1950 to a new service from Bremen to Montreal via Southampton, Cherbourg and Cobh. She was joined in 1951 by the *Canberra*, while the *Neptunia* was transferred to the Bremen-Southampton-Cherbourg-Cobh-New York trade.

Hitherto the Company had had to be content with second-hand ships, but in February 1951 an order was placed with Alexander Stephen & Sons Ltd. of Linthouse for a ship of over 20,000 tons. She was launched in April 1953 under her works number "636", and a month or two later named *Olympia*. She has a tonnage of 22,979 and caters for first class and tourist passengers, the majority of the cabins in the latter class having a private shower and toilet. She is registered in the name of the TRANSATLANTIC SHIPPING CORPORATION and flies the Liberian flag.



The *Olympia* sailed from Glasgow in October 1953 via Belfast, Liverpool, Southampton, Cherbourg and Cobh for Halifax and New York preparatory to joining the *Neptunia* on the Bremen-Southampton-Cherbourg-Cobh-New York route. The *Columbia* and *Canberra* were detailed to run (summer season only) between Bremen and Montreal via Southampton, Cherbourg and Cobh. The itinerary of the *Nea Hellas* was Piraeus-Malta-Naples-Lisbon-Halifax-New York, the calls at Halifax and Malta being omitted on the east-bound voyages. In April 1954 the *Columbia* and *Neptunia* each made a call at Liverpool to embark passengers for Canada.

The *Canberra* was sold in December 1954. Three months later the *Nea Hellas* was renamed *New York* and sailed from New York, Boston and Halifax to Cobh, Cherbourg, Southampton and Bremen with first class and tourist passengers, instead of first, cabin and tourist, as previously. On her westbound voyages she omits the call at Boston, but sometimes calls instead at Halifax.

The *Olympia* has replaced the *Nea Hellas* on the Mediterranean-New York service. The *Columbia* and *Neptunia* are running during the summer between Bremen, Southampton, Cherbourg and Quebec.

1. (1939) *Nea Hellas*  
(1955) *New York*\*  
16,991. 552 × 70. 1-2-C. 2S-ST(DR)-16 (Fairfield). (I-179; cabin 404; tourist 1,399). Built 1922 as *Tuscania* (Anchor) (q.v.). 1939 F/V Piraeus-New York. 1941-47 served as British troopship. 1947 resumed sailings Piraeus-New York. 1955 (24/3) F/V New York-Bremen. (I-70; tourist 1,300).
2. (1946) *Katoomba*  
(1949) *Columbia*\*  
9,424. 450 × 60. 1-2. 3S-T8 & ST-15 (Harland & Wolff). (I-52; tourist 754). Built 1913 as *Katoomba* (McIlwraith, McEacharn). 1946 F/V Piraeus-Genoa-New York. 1949 F/V ditto as *Columbia*. 1950 (10/6) F/V Bremen-Southampton-Cherbourg-Cobh-Montreal.
3. (1949) *Neptunia*\*  
10,519. 506 × 59. 1-1-C. 2S-T6-16 (Nederlandsche Scheepsbouw (Amsterdam)). (I-39; tourist 748). Built 1920 as *Johan de Witt* (Nederland). 1949 F/V Piraeus-Genoa-New York. 1951 (8/4) New York-Cherbourg-Southampton-Bremen. 1955 (15/4) F/V Bremen-Southampton-Cherbourg-Montreal (subsequent sailings to Quebec).
4. (1949) *Canberra*  
7,710. 410 × 57. 1-2. 2S-Q8-15 (Stephen). (I-64; tourist 646). Built 1913 for Australian Steamships Proprietary Ltd. 1949 F/V Piraeus-Genoa-New York. 1951 F/V Bremen-Southampton-Cherbourg-Cobh-Montreal. 1954 (Dec.) became *España* (Dominican).
5. 1953 *Olympia*\*  
22,979. 569 × 79. 1-2-C. 2S-ST(DR)-21 (Stephen). (I-138 (96); tourist 1,169 (1,307)). Launched 1953 (April) as "No. 636". 1953 (15/10) M/V Glasgow-Belfast-Liverpool-Southampton-Cherbourg-Cobh-Halifax-New York. 1953 (17/11) 2nd voyage Bremen-Southampton-Cherbourg-Cobh-New York. 1955 (26/3) F/V New York-Piraeus.

\* Still in service.

FUNNEL: Buff; broad blue band below black top.

FLAG: Light blue; white inverted "L".

## Chapter 170

1946-52

DET ØSTASIATISKE KOMPAGNI  
(EAST ASIATIC COMPANY)  
(DANISH)

**D**ET ØSTASIATISKE KOMPAGNI (East Asiatic Company) has already figured in two chapters—those dealing with the Russian American Line and the Baltic American Line, in both of which it had a financial interest. The Company is perhaps best-known for its service between Copenhagen and Bangkok, but during the 1930's was operating a well-patronised service to the North Pacific coast via the Panama Canal with the motor ships *Canada*, *Amerika* and *Europa*, which were easily distinguishable by their two dummy funnels whereas the other units of the fleet dispensed altogether with funnels.

In 1946, owing to the heavy post-war demand for passages and freight between Denmark and the U.S.A., the 8,500 ton *Jutlandia* was detailed to a new service between Copenhagen and New York. She was joined in 1949 by the *Erria*, but was herself withdrawn in the following year in preparation for fitting out as a hospital ship in connection with the war in Korea.

The withdrawal on political grounds of the Polish liner *Batory* from the Gdynia-Copenhagen-Southampton-New York trade early in 1951 was not welcomed by the East Asiatic Company, who had been acting as general agents for the Gdynia-America Line. It is understood that they made an offer of some 2½ million pounds for the ship, and had even been contemplating the purchase of the Swedish American Line's *Stockholm* in addition. Both transactions fell through. Shortly afterwards—whether by coincidence or design is not known—the *Erria* was transferred to the North Pacific coast service, with the result that the Company's New York service was abandoned altogether for about a year. It was revived for a short time in 1952 by the 7,000 ton motor ship *Falstria*, which subsequently re-entered the Bangkok service, as did the *Jutlandia* upon completion of her hospital ship duties.

There is no present indication that the East Asiatic Company is proposing to re-enter the North Atlantic trade.

1. (1946) *Jutlandia* (M/S)  
8,532. 437 × 61. 0-4. 2S-2SC.DA-15 (Nakskov). (I-60). Built 1934. 1946 (March) F/V Copenhagen-New York. 1950 fitted out as hospital ship for Korean War.



2. (1949) *Erria* (M/S)  
7,670. 440 × 62. 0-4. 2S-2SC.DA-15 (Nakskov). (I-74). Built 1932. 1949 F/V Copenhagen-New York. 1951 L/V ditto. 1951 (Dec.) badly damaged by fire off Portland, Oregon.
3. (1952) *Falstria* (M/S)  
6,993. 432 × 63. 0-4-C. S-2SC.DA-15 (Nakskov). (I-54). Built 1945. 1952 F/V Copenhagen-New York; since transferred to Bangkok service.

FUNNEL: Buff.

FLAG: White; blue anchor and cable and blue "ØK".

## Chapter 171

1947

### JUGOSLAVENSKA LINIJSKA PLOVIDBA (YUGOSLAV LINE) (YUGOSLAVIAN)

THE JUGOSLAVENSKA LINIJSKA PLOVIDBA was founded at Rijeka (Fiume) in January 1947 and during the same year despatched the steamer *Radnik* from Rijeka to the U.S.A., thereby inaugurating their North Atlantic service. This ship has since been scrapped.

An American "*Victory*" ship was purchased some two years later, and left Rijeka in September 1949 on her first North Atlantic voyage for the Company under the name *Hrvatska*. She carries 60 first class passengers. A month later the 6,600 ton motor ship *Srbija*, which had been launched in Holland in 1944 but completed only a few weeks previously as the *Drvar*, followed. She carries a total of 44 first class and tourist passengers.

At the present time these two ships, together with the *Crna Gora*, *Makedonija* and *Slovenija*, all of which carry 12 passengers, are maintaining a service every two to three weeks between Rijeka, Tangier, Casablanca, New York and Philadelphia. On the homeward voyage additional calls are made at Genoa, Dubrovnik and Trieste.

The Company also maintains services in the Mediterranean, and one from the Adriatic to Northern European ports.

1. (1949) *Hrvatska*\*  
7,909. 437 × 62. 1-2-C. S-ST(DR)-15 (Permanente Metals Corp. (Richmond, Calif.)). (I-60). Built 1947 as *St. Lawrence Victory*. 1948 became *Zagreb*. 1949 (20/9) F/V Rijeka-New York.
2. (1949) *Srbija*\* (M/S)  
6,634. 446 × 60. 1-2-C. S-2SC. SA-15 (Rotterdam Dry Dock Co. (Rotterdam)). (I; tourist. Total 44). Launched 1944 as *Crostafels*. Completed 1949 as *Drvar*. 1949 (17/10) F/V Rijeka-New York.

\* Still in service.

## Chapter 172

1948

## KHEDIVIAL MAIL LINE

(EGYPTIAN)

UNTIL March 1948 the activities of the KHEDIVIAL MAIL LINE had been confined principally to the Mediterranean, but the purchase a short while previously of two American "Victory" ships and their conversion to carry 100 first class passengers enabled the Company to start a service between Alexandria, Philadelphia and New York. The ships in question were renamed *Khedive Ismail* and *Mohamed Ali El Kebir*. Intermediate calls were made at Beirut, Naples, Leghorn, Genoa and Marseilles on the outward voyage to Philadelphia and New York, and at Marseilles, Genoa, Naples and Beirut homewards.

In 1954 the 7,830 ton twin-screw *Gumhuryat Misr*—formerly the *Lady Nelson* of Canadian National Steamships—was placed on the same route, thereby enabling the other ships to extend their voyages to Port Said, Suez, Jeddah, Port Sudan, Aden, Bombay and Karachi. Between them the three ships sail to or from New York about every three weeks.

1. (1948) *Khedive Ismail*\*  
8,193. 439×62. 1-3-C. S-ST(DR)-15 (Oregon S.B. Corp. (Portland, Ore.)). (1-100). Built 1944 as *United Victory*. 1948 (15/3) F/V Alexandria-New York.
2. (1948) *Mohamed Ali El Kebir*\*  
8,189. Ditto. (California S.B. Corp. (Los Angeles) ). (1-100). Built 1944 as *Atchison Victory*. 1948 F/V Alexandria-New York.
3. (1954) *Gumhuryat Misr*\*  
7,830. 419×59. 1-2. 2S-ST(SR)-14 (Cammell Laird (Birkenhead) ). (1-120 tourist 130). Built 1928 as *Lady Nelson* (Canadian National Steamships). 1954 (5/3) F/V Alexandria-New York.

\* Still in service.

FUNNEL: Black.

FLAG: White with red Arabic characters indicating "Khedivial Mail Line"; red border; white crescent and star in each corner.



## Chapter 173

1949

## HOME LINES

(PANAMANIAN)

THE HOME LINES purchased the 11,000 ton Norwegian America Line *Bergensfjord* in November 1946, renamed her *Argentina* and despatched her from Genoa to Rio de Janeiro and Buenos Aires on January 13th 1947. She was manned by Italian officers and crew, flew the Panamanian flag and was operated by Fratelli Cosulich, the Company's general agents.

It was announced at the time of the *Bergensfjord* purchase that the 11,000 ton *Drottningholm* had been acquired from the Swedish American Line, but the transfer did not take place until early in 1948. The newcomer, renamed *Brasil*, started her first voyage for the Home Lines on April 8th 1948. In the meanwhile a third ship, the 21,532 ton motor vessel *John Ericsson* (ex-*Kungsholm*) had been purchased from the Swedish American Line, renamed *Italia* and after extensive reconditioning in Genoa joined the other two in the South American service on July 27th 1948.

Early in 1949 the Home Lines acquired a fourth ship—the 20,553 ton *Matsonia*, built in 1927 as the Matson Line *Malolo*, and it was originally announced that she would enter the South American trade as the *Atlantic* after being reconditioned in Genoa.

The years 1947-48 had been extremely good ones in the South American trade, but the boom began to wane and in 1949 serious currency difficulties arose. It was decided, therefore, to extend the activities of the Home Lines to the North Atlantic, and the *Atlantic's* first voyage for the Company started from Genoa on May 14th 1949. She proceeded via Naples to New York. The date is of importance since, strictly speaking, all earlier activities of the Company fall outside the scope of this chapter.

Almost simultaneously came the transfer of the *Italia* from the South to the North Atlantic to act as a consort to the *Atlantic*, and she sailed from Genoa on June 12th 1949 for New York. Three months later the *Argentina* was transferred from the South American to the Central American trade. In the spring of 1950 the *Brasil* made the first of five round voyages between Naples and New York to cater for pilgrims to Rome during Holy Year. Thus, the Company had withdrawn completely from the South American trade. At the conclusion of the 1950 season the *Italia* and *Atlantic* received a thorough overhaul, the opportunity being taken to instal air-conditioning in the public rooms of all classes.

On June 1st 1951 the *Brasil* was renamed *Homeland*, and on the 16th of the same month left Hamburg on a new service via Southampton, Cherbourg and Halifax to New York. She carried

first and tourist passengers only instead of first, cabin and tourist, and continued to fly the Panamanian flag. The Hamburg American Line acted as her general agents in Germany.

Early in 1952 came a second drastic revision of the Home Lines' activities. After two more voyages from Hamburg to New York the *Homeland* was transferred to the Genoa-New York trade, in which she was joined by the *Argentina*. Intermediate calls were made at Naples, Barcelona or Lisbon, and Halifax.

The *Italia* took the place of the *Homeland* on the Hamburg-Halifax-New York run, her first voyage thereon starting in March 1952, with calls at Southampton and Havre instead of Southampton and Cherbourg. The fourth unit of the fleet, the *Atlantic*, started the first of three voyages from Southampton via Havre to Halifax on February 29th 1952, and on April 21st inaugurated a new service, Southampton-Havre-Quebec. There was an interval of approximately 15-16 days between the start of one round voyage and the next. She, too, carried only first class and tourist passengers.

The *Argentina* was sold to the Zim Lines early in 1953 for service between Haifa and New York. The *Homeland* subsequently maintained a monthly service between the Mediterranean and New York, her usual itinerary being Genoa-Naples-Palermo-Gibraltar-Halifax-New York. She was sold for scrapping early in 1955 at the great age of 50. Built in 1905 as the Allan Line *Virginian*, all but two years of her career, apart from interludes during World Wars I and II was spent on the North Atlantic—easily a record and a wonderful achievement for the second turbine-propelled liner on the North Atlantic. She served under four owners (three on the North Atlantic) and four names.

Towards the end of 1953 the Home Lines purchased the former Matson liner *Mariposa*, which underwent very extensive reconditioning. She has been renamed *Homeric*. The conditions of sale are stated to have included the stipulations that she must not change registry without the U.S. Government's permission, will be held at their disposal should war break out and will not engage in any service to or from a United States port within three years, with the exception of out-of-season cruises.

The first sailing of the *Homeric* under the Home Lines' flag took place on January 24th 1955 from Venice and other Italian ports to Halifax and New York. She subsequently sailed from New York on the first of a series of cruises before proceeding to Quebec to enter the Quebec-Havre-Southampton-Havre-Quebec trade. Her first westbound voyage to Canada took place on May 3rd 1955.

The *Italia* continues to run between Hamburg, Southampton, Havre and New York. By arrangement with the Greek Government, the *Atlantic* has been transferred to a subsidiary company, the National Hellenic American Line, renamed *Queen Frederica*, flies the Greek flag and is now running between Greece, Italy and New York.



1. (1949) *Atlantic*  
20,553. 554×83. 2-2-C. 2S-ST(SR)-22. (Cramp (Philadelphia) ). (I-349; cabin 203; tourist 626). Built 1927 as *Malolo* (Matson). 1937 renamed *Matsonia*. 1949 (14/5) F/V Genoa-New York. 1952 (29/2) F/V Southampton-Havre-Halifax (I-174; tourist 1,005), 1952 (21/4) F/V Southampton-Havre-Quebec. 1955 (Jan.) became *Queen Frederica* (National Hellenic American Line) (q.v.).
2. (1949) *Italia*\* (M/S)  
21,532. 595×78. 2-2. 2S-4SC. DA-17 (Blohm & Voss (Hamburg) ). Built 1928 as *Kungsholm* (Swedish American) (q.v.). 1942 became *John Ericsson* (U.S.). 1948 (27/7) F/V Genoa-South America. 1949 (12/6) F/V Genoa-New York. 1952 (March) F/V Hamburg-Southampton-Havre-Halifax-New York.
3. (1950) *Brasil*  
(1951) *Homeland*  
10,249. 520×60. 1-2. 3S-ST(SR)-18 (Alexander Stephen). Built 1905 as *Virginian* (Allan) (q.v.). 1920 became *Drottningholm* (Swedish American) (q.v.). 1948 (27/7) F/V Genoa-S. America as *Brasil*. 1950 (spring) F/V Naples-New York (5 R/V). 1951 (16/6) F/V as *Homeland*, Hamburg-New York (1-96; tourist 846). 1952 (spring) Genoa-Naples-New York. 1955 sold; scrapped at Trieste.
4. (1952) *Argentina*  
11,015. 512×61. 2-2. 2S-Q8 & ST(DR)-15 (Cammell Laird). Built 1913 as *Bergensfjord* (Norwegian America) (q.v.). 1947 (13/1) F/V Genoa-S. America as *Argentina*. 1949 (Sept.) F/V Genoa-Central America. 1952 (spring) F/V Genoa-Naples-New York. 1953 (spring) became *Jerusalem* (Zim Lines) (q.v.).
5. (1955) *Homeric*\*  
24,907. 604×79. 2-2-C. 2S-ST(SR)-22. (Bethlehem S.B. Corp. (Quincy, Mass.) ). (I-147; tourist 1,096). Built 1931 as *Mariposa* (Matson). 1955 (24/1) F/V Venice-New York. 1955 (3/5) F/V Southampton-Havre-Quebec.

\* Still in service.

FUNNEL: Buff with replica of houseflag; narrow blue top.

FLAG: White; blue ball with a golden turret.

## Chapter 174

1950-51

### INCRES COMPAÑIA DE NAVEGACION (INCRES LINE) (PANAMANIAN)

IN 1950 the INCRES COMPAÑIA DE NAVEGACION purchased the 16,576 ton *Rimutaka* of the New Zealand Shipping Company. She was reconditioned, renamed *Europa* and placed in service between New York, Plymouth and Antwerp, her first sailing from New York taking place on July 5th 1950. The New York agents were the Arnold Bernstein Shipping Co. Inc. and for this reason the Company was often referred to as the Bernstein Line.

The service remained in operation until October 1951. The *Europa* was subsequently renamed *Nassau*, and has since been engaged in the Company's service between New York and Nassau (Bahamas). Some voyages are extended to Havana (Cuba).

In 1951 the Company chartered the *Protea* for three round voyages between Antwerp, Plymouth and Montreal. This ship is now the *Arosa Kulm* of the Arosa Line, and the voyages in question undoubtedly paved the way for this Company's entry into the Canadian trade.

1. (1950) *Europa*  
16,576. 552 × 72. 1-2. 2S-ST(DR)-15. (Armstrong Whitworth (Newcastle) ). (500 passengers—one class). Built 1923 as *Mongolia* (P. & O.). 1938 became *Rimutaka* (New Zealand Shipping Co.). 1950 (5/7) F/V New York-Plymouth-Antwerp. 1951 (20/10) L/V (Antwerp)-Plymouth-New York. 1952 renamed *Nassau* (Inces) New York-Nassau service.
- 1a. (1951) *Protea* (c)  
7,450. 437 × 58. 1-2-C. S-ST(DR)-15. (American International Shipbuilding Corp. (Hog Island, Penn.)). Built 1920 as *Cantigny*. 1924 became *American Banker* (American Merchant Lines) (q.v.). 1931 became ditto (U.S. Lines) (q.v.). 1940 *Ville d'Anvers* (Société Maritime Anversoise). 1946 *City of Athens*. 1947 *Protea*. 1951 F/V Antwerp-Plymouth-Montreal (3 R/V). 1952 became *Arosa Kulm* (Arosa) (q.v.).

FUNNEL: Buff; black top.

FLAG: White-red-blue-white quarters with black "I", "C", "D", and "N"

## Chapter 175

1952

### AROSA LINE (COMPAÑIA INTERNACIONAL TRANSPORTADORA) (PANAMANIAN)

**A**LTHOUGH registered in Panama, the COMPAÑIA INTERNACIONAL TRANSPORTADORA is Swiss-owned with a head office in Geneva. The name AROSA LINE was not introduced until a year or so after the Company started operations, its derivation being a mountain near the owner's home.

The service was opened by the 8,929 ton *Arosa Kulm* in March 1952 from Bremen, Zeebrugge and Southampton to Halifax, with subsequent sailings during the summer season to Montreal. In the autumn Plymouth replaced Southampton as the British port of call.



There were further changes in 1953, when Quebec became the summer terminal in place of Montreal and London and Havre the customary ports of call, although Zeebrugge or the Hook of Holland were still used from time to time.

The 9,070 ton *Arosa Star* was purchased second-hand in 1954, received a major overhaul and was fitted with accommodation for first as well as tourist class passengers. To begin with her itinerary was Bremen–London–Havre–Quebec, but Southampton was soon substituted for London. The *Arosa Kulm* has subsequently run between Bremen and Quebec, sometimes via Zeebrugge or the Hook of Holland. Both ships proceed to Halifax in winter.

The 17,080 ton twin-screw motor ship *Felix Roussel* was purchased from the Messageries Maritimes in the spring of 1955, renamed *Arosa Sun* and reconditioned at Trieste. As first built she had two square stumpy funnels—a peculiarity of the Messageries Maritimes—but a single oval funnel was substituted at the conclusion of her World War II service. At the same time her passenger complement became 232 first, 86 second and 660 third class, but has since been changed to 100 first class and nearly 1,000 tourist. Her first voyage for the Arosa Line commenced on July 14th 1955 from Trieste to New York, thence to Quebec. Subsequent westbound voyages were from Bremen to Quebec via Southampton and Havre.

1. (1952) *Arosa Kulm*\*  
8,929. 437 × 58. 1–2–C. S–ST(DR)–15 (American International S.B. Corp. (Hog Island, Penn.)). (Tourist 965). Built 1920 as *Cantigny*. 1924 became *American Banker* (A.M.L.) (q.v.). 1940 *Ville d'Anvers* (Antwerp Navigation Co.). 1946 *City of Athens*. 1947 *Protea*. 1952 (March) F/V Bremen–Halifax.
2. (1954) *Arosa Star*\*  
9,070. 423 × 60. 1–1. S–ST(DR)–15 (Bethlehem S.B. Corp. (Quincy, Mass.)). (I–38; tourist 768). Built 1931 as *Borinquen*. 1949 became *Puerto Rico* (Bull Line). 1954 reconditioned; new bow fitted. 1954 (18/5) F/V Bremen–Quebec.
3. (1955) *Arosa Sun*\*  
17,080. 575 × 68. 1–2. 2S–2SC.SA–18 (Ateliers et Chantiers de la Loire (St. Nazaire)). (I–100; tourist 984). Launched 1929 (17/12). Completed 1930 as *Felix Roussel* (Messageries Maritimes). 1935 lengthened from 545 ft. (tonnage increased from 16,774). 1948 (June)–1950 (Sept.) refitted; funnels reduced from two to one. 1955 (14/7) F/V Trieste–Palermo–Naples–Lisbon–New York–Quebec–Havre–Southampton–Bremen. 1955 (20/8) 2nd voyage Bremen–Southampton–Havre–Quebec.

\* Still in service.

**FUNNEL:** Buff with narrow black band; narrow black top.

**FLAG:** (a) 1952. White diagonal stripe from lower corner of hoist with black "CIT"; large red triangle above; large green triangle below.  
(b) 1954. White diagonal stripe from lower corner of hoist; large blue triangle above with white "A", and below with white "L".

## Chapter 176

1953

ZIM ISRAEL NAVIGATION COMPANY LIMITED  
(ZIM LINES)  
(ISRAELI)

**T**HE ZIM ISRAEL NAVIGATION COMPANY LIMITED (ZIM LINES) was founded in 1945.

Until 1953 the Company's passenger steamers confined their activities to the Mediterranean, but at the beginning of the year the 11,000 ton *Argentina* was purchased, renamed *Jerusalem*, and after making one or two voyages between Haifa and Marseilles was despatched from Haifa on April 29th 1953 for Limassol (Cyprus), Malta, Cannes, Halifax and New York. Since that occasion she has made a number of North Atlantic voyages, although from time to time she runs between Haifa and Marseilles. At present her transatlantic itinerary is Haifa-Piraeus-Malta-Ceuta-Halifax-New York-Ceuta-Piraeus-Haifa. First class, tourist and "dormitory" passengers are carried.

The 10,500 ton *Israel* and *Zion* are under construction in Germany for the Company's Israel-New York service and will have accommodation for a total of 300 first and tourist class passengers. Their speed of 18 knots will enable them to complete the voyage from east to west or *vice versa* in about 12 days. It is anticipated that the *Israel* will leave Hamburg and Southampton in September 1955 for a Mediterranean cruise preparatory to starting her maiden voyage from Haifa to New York.

1. (1953) *Jerusalem*\*  
11,015. 512×61. 2-2. 2S-Q8 & ST(DR)-15 (Cammell Laird). Built 1913 as *Bergensfjord* (Norwegian America) (*q.v.*). 1947 became *Argentina* (Home Lines) (*q.v.*). 1953 (29/4) F/V Haifa-New York.
2. 1955 *Israel*  
10,500. 454×65. 1-2-C. S-ST(DR)-18. (Deutsche Werft (Hamburg)). (1-24; tourist 232. Plus 56 interchangeable). Launched 1955 (4/3).
3. 1955 *Zion*  
10,500. Ditto. Launched 1955 (19/7).

\* Still in service.

**FUNNEL:** White; seven golden stars in rows of four and three within two narrow blue bands.

**FLAG:** White with narrow blue edging at top and bottom; seven golden stars in rows of four and three.



## Chapter 177

1953

FLOTTA LAURO  
(LAURO LINE)  
(ITALIAN)

THE FLOTTA LAURO was founded in 1923 by Achille Lauro of Naples, and until 1951 was engaged principally in tramping and in services between Italy and East Africa.

The Company now runs two long-distance passenger services—one between Italy and Australia via the Panama Canal with the 14,700 ton *Sydney* and the 10,700 ton *Surriento*, and the other between Naples, Genoa, Gibraltar and New York (with additional outward calls at Barcelona and Halifax) by the 14,700 ton *Roma*. This service was started in May 1953.

The *Sydney* made four voyages from Liverpool to Quebec in 1953.

1. (1953) *Roma*\*

14,687. 468 × 70. 1-1-C. S-ST(DR)-17 (Seattle-Tacoma S.B. Corp. (Tacoma, Wash.)). (I-94; tourist 708). Built 1943 as *Glacier* (U.S. escort carrier); Became H.M.S. *Atheling*. 1953 (May) F/V Naples-New York.

2. (1953) *Sydney*

14,708. 492 × 70. 1-1-C. S-ST(DR)-17 (Western Pipe & Steel Co. (San Francisco)). (I-94; tourist 708). Built 1944 and became H.M.S. *Fencer* (escort carrier). 1950 purchased by Flotta Lauro for Australian service. 1953 F/V Liverpool-Quebec (four voyages).

\* Still in North Atlantic service.

FUNNEL: Blue with white star; black top.

FLAG: Blue burgee with white star.

## Chapter 178

1953

ORANJE LIJN  
(ORANGE LINE)  
(DUTCH)

THE ORANJE LIJN, known officially as the MAATSCHAPPIJ ZEE-TRANSPORT N.V., was founded in 1937, and was the first Netherlands Company to run between Holland and Chicago (Illinois) via the Great Lakes.

The Company's fleet consists of ten steamers and motor ships of 1,600 tons or less, two of which are at present under construction, their modest size being determined by the locks and canals through which they have to pass to reach Chicago. They carry 12 passengers in addition to general cargo and are named after princes of the Royal House of Orange. In winter, when the St. Lawrence River is closed to navigation, they carry fruit from the Mediterranean to Holland, England and other European countries.

In addition the Company owns the 2,300 ton motor ships *Prins Alexander* and *Prins Johan Willem Frisco*, which run between Rotterdam and Antwerp and Montreal in summer and between the same European ports and Halifax and St. John, N.B. in winter. They, too, carry 12 passengers.

The final unit of the fleet is the 7,328 ton motor ship *Prins Willem Van Oranje*, which was completed in 1953 and carries 60 first class passengers in two and three berth cabins, some of which have a private shower and toilet. This ship proceeds from Rotterdam and Plymouth to Montreal in summer and to Halifax and St. John, N.B. in winter.

1. 1953 *Prins Willem Van Oranje*\* (M/S)  
7,328. 440×62. 1-2-C. S-2SC.SA-18 (Boele's Scheepswerven (Bolnes) ).  
(I-60). 1953 (Sept.) M/V Rotterdam-Antwerp-Montreal.

\* Still in service.

FUNNEL: Orange; blue diamond with white "AV" monogram.

FLAG: Orange; blue diamond in centre with white "AV" monogram.

## Chapter 179

1954

"SITMAR"

(SOCIETÀ ITALIANA TRASPORTI MARITTIMI)

(ITALIAN)

A RECENT addition to the long list of North Atlantic companies is the well-known "SITMAR" LINE—a nickname derived from its title "Società Italiana Trasporti Marittimi".

This Company's 12,150 ton twin-screw *Castel Felice* sailed from Bremen direct to Quebec in July and August 1954, followed by a voyage from Havre and Southampton to New York, after which further voyages were made from Bremen to Quebec.



The *Castel Felice* was built in 1930 as the British India *Kenya*. During World War II she became H.M.S. *Keren*, and subsequently underwent further changes of name prior to her purchase by the "Sitmar" Line in 1951, when she was modernised at Genoa and completely altered in external appearance. Before being detailed to the North Atlantic the *Castel Felice* ran for a time between Genoa and Central America.

1. (1954) *Castel Felice*

12,150. 471 × 64. 1-1-C. 2S-ST(SR)-16 (Stephen). (Tourist). Built 1930 as *Kenya* (British India). Subsequently renamed *Keren, Kenya*. 1949 *Fairstone*. 1950 *Kenya*. 1951 *Keren*. 1954 (13/7) F/V Bremen-Quebec.

## Chapter 180

1955

### NATIONAL HELLENIC AMERICAN LINE (GREEK)

ON December 23rd 1954, at Piraeus and in the presence of Queen Frederica of Greece, the Home Lines' *Atlantic* was renamed *Queen Frederica*. She had been transferred to the Greek flag under the auspices of the NATIONAL HELLENIC AMERICAN LINE, a newly-formed subsidiary of the Home Lines.

The *Queen Frederica* sailed from Piraeus on January 29th 1955 on her first westbound voyage for her new owners. She called at Naples, Palermo and Gibraltar *en route* to Halifax and New York, whence she sailed again on February 11th on a 42 day Mediterranean cruise. Since its conclusion, she has been employed in regular service between Greece, Italy and New York.

1. (1955) *Queen Frederica*\*

20,553. 554 × 83. 2-2-C. 2S-ST(SR)-22 (Cramp (Philadelphia) ). (I-132; cabin 116; tourist 931). Built 1927 as *Malolo* (Matson); 1937 renamed *Matsonia*. 1949 became *Atlantic* (Home) (*q.v.*). 1955 (29/1) F/V Piraeus-Naples-Palermo-Gibraltar-Halifax-New York.

\* Still in service.

FUNNEL: Buff with replica of houseflag; narrow blue top.

FLAG: White; blue ball with a golden turret.

(N.B. Funnel and houseflag are similar to those of Home Lines, chapter 173.)

## Chapter 181

1955

## EUROPE-CANADA LINE

(GERMAN)

IT was announced in December 1954 that the EUROPE-CANADA LINE would inaugurate a service between Bremen, Havre, Southampton, Quebec and Montreal (with occasional sailings to Halifax and New York) in the spring of 1955 by the 11,000 ton motor ship *Seven Seas*, which was being reconditioned and reconstructed to carry 20 first class passengers and over 1,000 tourist.

The *Seven Seas* is or was owned by the Caribbean Land & Shipping Corporation of Geneva and on her first sailing on April 30th 1955 flew the Panamanian flag. Before the commencement of her fourth westbound voyage, however, the flag of the West German Federal Republic was hoisted at an official ceremony at Bremerhaven. A few days previously a limited company EUROPE-CANADA LINIE G.m.b.H was formed under the laws of the Federal Republic. A rumour that the ship is to be renamed *Bremen* has been officially denied.

1. (1955) *Seven Seas* (M/S)

11,734. 492 × 69. 1-C. S-2SC.SA-16 (Sun S.B. & Dry Dock Co. (Chester, Pa.)). Built 1940 as *Mormacmail* (Moore & McCormack). 1949 became *Long Island*. 1953 *Nelly*. (I-20; tourist 1,066). 1955 (30/4) F/V Bremen-Havre-Southampton-Quebec-Montreal.

FUNNEL: (a) 1955. Blue.

(b) 1955. Blue; white "ECL".

FLAG: Blue; white "C". (It is not unlikely that the lettering will be altered to conform with that on the funnel.)

## Chapter 182

1957

## DANMARK AMERIKA LINIEN

(DENMARK AMERICA LINE)

(DANISH)

THE DANMARK AMERIKA LINIEN (DENMARK AMERICA LINE) was founded in February 1955 to operate a passenger service between Copenhagen and New York. The Company has announced that it will shortly place an order for a new ship of 18,000 tons or over, but it has not yet been decided whether, pending her completion, the service will be opened by the 11,700 ton motor ship *Stockholm*, which will become superfluous to the Swedish American Line's requirements on completion of their new *Gripsholm*. In any event the service will not commence until the beginning of 1957 at the earliest.



## ADDENDA

## Page

- 35 (first paragraph) add:—"and to which the name *Carinthia* has been allotted. It was announced in March 1955 that a fourth ship of similar type, the *Sylvania*, would also be built."
- 45 No. 96 *Franconia* add:—"1955 (22/7) F/V Southampton-Havre-Quebec."
- 45 No. 98 *Ascania* add:—"1955 (30/9) F/V Southampton-Havre-Quebec-Montreal."
- 47 No. 108 *Queen Elizabeth* add:—"1955 (March) stabilisers fitted."
- 47 No. 113 *Ivernia* (II) add an asterisk and:—"1955 (1/7) M/V Greenock-Quebec-Montreal. 1955 (27/7) 2nd voy. Liverpool-Greenock-Quebec-Montreal."
- 47 No. 114 insert "*Carinthia* (II)."
- 47 Add:—"115 *Sylvania* (II). 22,000. 570×80. I-I-C. 2S-ST(DR) -21. (Brown). (I-125; tourist 800). Building."
- 222 No. 49 *Flandre* add:—"1955 (Apr.) I-232; tourist 511. 1955 (29/4) F/V ditto after alterations."
- 431 (second paragraph, last line) for "West Indies, Central America and New Orleans" substitute "West Indies and Central America. A one-time extension to New Orleans has been discontinued."
- 431 (third paragraph, last line) for "Havana, Vera Cruz and New Orleans" substitute "Havana and Vera Cruz. In this case, also, an extension to New Orleans has been discontinued."
- 447 (third paragraph) amend to:—"The keel plate of the *Empress of Britain* (III) was laid in September, 1953 and the new ship was launched by H.M. the Queen on June 2nd 1955. She has an essentially modern appearance and is fitted with Denny-Brown stabilisers to minimise rolling. A sister ship was laid down in December 1954, and it was announced on the occasion of the launch of the *Empress of Britain* that she will be named *Empress of England* (not *Empress of Wales*, as was at one time rumoured). The *Empress of Australia* is now for sale."
- 486 (last sentence of text) substitute:—"It is not unlikely that the *Stockholm* will run for the newly-established Denmark America Line (chapter 182) as from the early part of 1957, that is to say, shortly after the *Gripsholm* is commissioned."

## Page

- 487 No. 7 *Gripsholm* (II) (M/S) substitute:—"23,500. 550 × 82. 2-2-C. 2S-2SC.SA-19. (Ansaldo (Genoa)). (I-230; tourist 600). Laid down 1955 (10/5)."



The *Gripsholm* (II) as she will appear when completed.

- 534 No. 7 *Vulcania* add:—"1955 (28/10) F/V Trieste-Venice-Patras-Naples-Palermo-Gibraltar-Lisbon-Halifax-New York."
- 534 No. 8 *Saturnia* add:—"1955 (8/11) F/V Trieste-Venice-Patras-Naples-Palermo-Gibraltar-Lisbon-Halifax-New York."
- 539 (second paragraph) delete last sentence and substitute:—"This extension has since been discontinued, and Baltimore has superseded New York as the American terminal. The ships now proceed to New York, Philadelphia and Baltimore and *vice versa*."



## CORRIGENDA

## Page

- 46 No. 103 *Georgic*  
for "1941 (14/9)" read "1941 (14/7)".
- 156 No. 52 *Astoria*  
for "(see Beaver Line)" read "(see Allan Line)".
- 187 No. 66 *Bremen* (II)  
for "(National S.N. Co. of Greece)" read "(Byron)".
- 325 No. 16 *Buffalo*  
for "S-1-4" read "S-2-4".
- 381 No. 24 *Verona*  
for "(1933)" read "(1913)".
- 389 (final paragraph, second line)  
for "July 22nd" read "July 31st".
- 394 No. 8 *Mesaba*
- 422 No. 4 *Winifreda*  
for "1918 torpedoed in Irish Sea" read "1915 (1/9) torpedoed  
21 miles from Tuskar Rock (20)".

## APPENDIX A

### “THE CHANGING SILHOUETTE”

1833-1923

These drawings by Mr. J. H. Isherwood are all to a uniform scale of 1-inch to 150-feet. The references at the end of each caption indicate the number of the chapter relating to the particular ship, followed by the number in the fleet list of that chapter.

It should be pointed out that the dates shown in the captions and in the list of illustrations are not necessarily the dates when the ships were built. In some cases they are the dates when the ships first entered North Atlantic service; in others when they were re-named or extensively rebuilt. Exact details will be found in the fleet lists.





1833 *Royal William* 364 tons  
The first steamer to cross from  
Canada to Europe. (3-1)



1838 *Sirius* 703 tons  
A chartered ship which started  
the first North Atlantic steamship  
service. (5-a)



1838 *Great Western* 1,340 tons  
The first steamer built specially for  
the North Atlantic. (6-1)



1838 *Royal William* 617 tons  
The first North Atlantic steamer  
to be divided into watertight  
compartments, and the first to  
sail from Liverpool. (7-1)



1838 *Liverpool* 1,150 tons  
The first two-funnelled North Atlantic  
steamer. (8-1)



1839 *British Queen* 1,862 tons  
Sold to Belgium and in 1842 started the  
first Belgian North Atlantic service. (5-1)



1840 *Britannia* 1,135 tons  
The pioneer mail steamer of the Cunard  
Line. Sister ships: *Acadia*, *Caledonia*



1840 *President* 2,366 tons  
The victim of the first North Atlantic



1845 *Great Britain* 3,270 tons  
The first iron ocean-going steamer and the  
(6-2)



1847      *Washington*      1,640 tons  
The pioneer of the first American-owned North Atlantic steamship line. Consort: *Hermann*. (16-1)



1848      *Europa*      1,834 tons  
An enlarged *Britannia* (see page 554). Sister ships: *America*, *Niagara* and *Canada*. (10-9)



1850      *City of Glasgow*      1,609 tons  
The prototype of the iron screw steamer; became the first Inman Line steamer. (19-1)



1850      *Atlantic*      2,860 tons  
Sister ships: *Pacific*, *Arctic*, *Baltic*. The first American record-breakers, and the first steamers with straight stems. (20-1)



1850      *Asia*      2,226 tons  
An improved *Europa* (above). Sister ship: *Africa*. (10-11)



1851      *Humboldt*      2,350 tons  
Consort: *Franklin*. The pioneers of the New York & Havre Line. (23-2)



1853      *Arabia*      2,402 tons  
The last of the wooden Cunarders. (10-14)



1853      *Alps*      1,440 tons  
Sister ship: *Andes*. The first iron screw Cunarders. (10-15)





1854                      *Canadian*                      1,764 tons  
The pioneer Allan Line steamer, and the first two-funnelled screw steamer on the North Atlantic. (40-1)



1855                      *Arago*                      2,260 tons  
Replaced the *Humboldt* (see page 555). (23-3)



1856                      *Persia*                      3,300 tons  
The first Cunard iron paddle steamer. Regained the "Blue Riband" for Britain. (10-23)



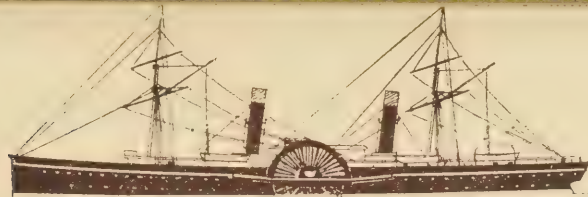
1856                      *Hammonia*                      2,026 tons  
Sister ship: *Borussia*. The first Hamburg American steamers. (46-2)



1856                      *City of Washington*                      2,381 tons  
One of the pioneers of the Inman Line. Sister ship: *City of Baltimore*. (24-6)



1857                      *Vanderbilt*                      3,360 tons  
The fastest of the American wooden paddle steamers on the English Channel route. Note the beam engine. (47-8)



1857                      *Adriatic*                      3,670 tons  
The last and largest wooden paddle steamer. In 1861 set up a new record when running for the Galway Line. (20-5)



1858                      *Bremen*                      2,674 tons  
The first North Atlantic unit of the Norddeutscher Lloyd. Sister ship: *New York*. (53-1)



1858                      *Hudson*                      2,166 tons  
A contemporary of *Bremen* (above). Later became *Louisiana* and finally *Holland* of the National Line (60-1). Sister ship: *Weser*. (53-3)



1859                      *United Kingdom*                      1,255 tons  
The first Anchor Line steamer to be built as such. Consort: *United States*. (48-2)

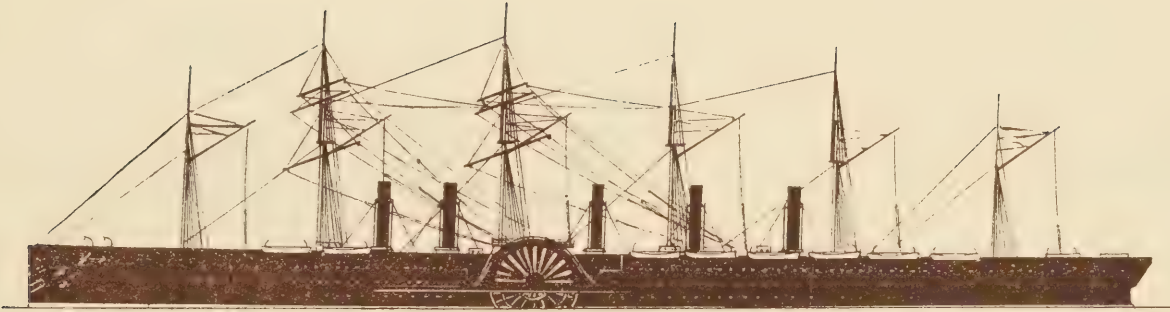


1859                      *John Bell*                      1,101 tons  
Built as a sailing ship but converted to steam and ran for Anchor Line. In 1863 became Allan Line *Saint Patrick* (40-15). (48-3)



1860                      *Connaught*                      2,959 tons  
The first of four iron paddle steamers built for the ill-fated Galway Line. Sister ships: *Columbia*, *Hibernia*, *Anglia*. (52-1)





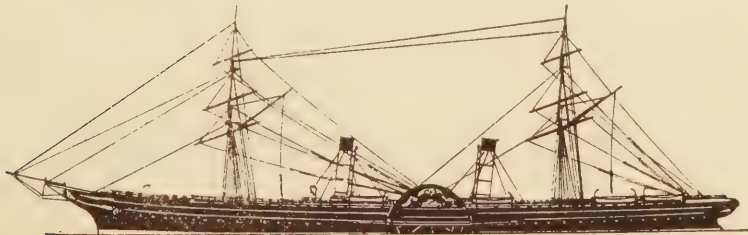
1860                      *Great Eastern*      18,915 tons  
Designed for service between England and Ceylon without refuelling, but became the "white elephant" of the North Atlantic. Later did excellent work as a cable steamer. (56-1)



1861                      *Hibernian*                      1,888 tons  
In 1871 lengthened and in 1884 extensively modernised (see page 566). Sister ship: *Norwegian*. (40-11)



1862                      *China*                                      2,638 tons  
The first Cunard screw mail steamer built as such. (10-33)



1862                      *Scotia*                                      3,871 tons  
An improved *Persia* (see page 556). The last of the Cunard paddle steamers. In 1878 became a twin-screw cable steamer. (10-34)



1863                      *Britannia*                                      1,392 tons  
Sister ship: *Caledonia*. The first Anchor Line steamers with names ending in "ia". (48-6)



1863                      *City of London*                      2,560 tons  
A typical Inman steamer of the 1860's. In 1869 lengthened  
and in 1879 ran for Thistle Line (99-1).                      (24-14)



1864                      *Moravian*                      2,481 tons  
An enlarged version of *Hibernian* (see page 558). In  
1874 lengthened and compounded.                      (40-20)



1866                      *City of Paris*                      2,556 tons  
A close rival of the Cunard *Scotia* (see page 558) and *Russia*  
(see page 560).                      (24-18)



1864                      *Washington*                      3,408 tons  
The North Atlantic pioneer of the French Line. In  
1868 converted to twin screw (see page 560).                      (61-1)



1866                      *Panama*                      3,200 tons  
One of the early French-built C.G.T. paddle steamers.  
In 1876 rebuilt as *Canada* (see page 563).                      (61-8)



1866                      *Manhattan*                      2,869 tons  
The pioneer of the Guion Line. In 1875 became Warren  
Line *Massachusetts* (63-1).                      (67-1)





1867 *Russia* 2,960 tons  
The most famous screw Cunarder of the 1860's. In 1881 became Red Star *Waesland* (83-9). (10-42)



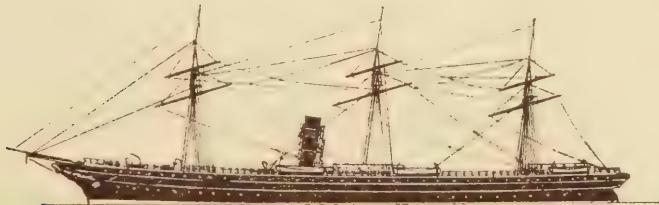
1867 *Europa* 1,840 tons  
Anchor Line. An improved *Britannia* (see page 558). (48-15)



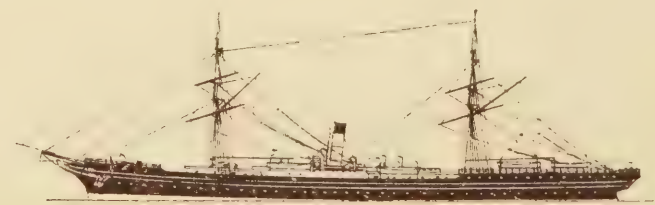
1868 *Washington* 3,408 tons  
After conversion from paddle to twin-screw (see page 559). Note funnels as lengthened about 1896. (61-1)



1869 *City of Brussels* 3,081 tons  
The first undisputed screw "Blue Riband" winner, and the first steamer built with steam steering gear. (24-21)



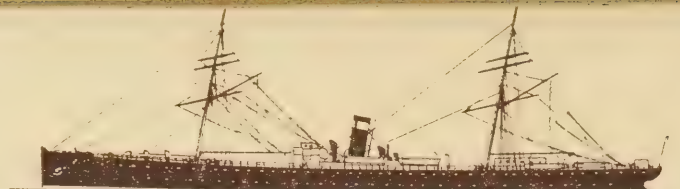
1870 *Anglia* 2,253 tons  
A further Anchor Line improvement (see *Britannia* page 558 and *Europa* above). (48-22)



1870 *Batavia* 2,553 tons  
The first North Atlantic liner to be built with compound engines. From 1887 ran on the Pacific. (10-45)



1870 *Caspian* 2,728 tons  
Allan Line. Employed almost exclusively on Liverpool-Baltimore service. (40-28)



1870 *Wyoming* 3,729 tons  
Sister ship: *Wisconsin*. Amongst the first North Atlantic liners with compound engines. (67-9)



1870 *Parthia* 3,167 tons  
From 1887 ran on Pacific and in 1891 renamed *Victoria*. Sold 1954 for conversion into a barge. (10-48)



1871 *Oceanic* 3,707 tons  
The famous pioneer of the White Star Line. Sister ships: *Atlantic*, *Baltic*, *Republic*. (73-1)



1871 *Egypt* 4,670 tons  
For a time the largest ship in the world apart from the *Great Eastern*. (60-13)



1872 *City of Montreal* 4,451 tons  
The Inman Line's immediate reply to the *Oceanic* (above). A second funnel was added in 1876. (24-22)

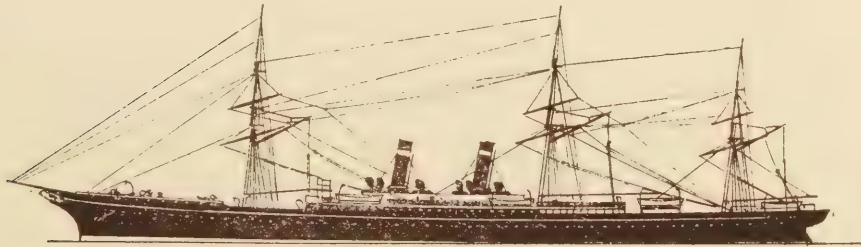




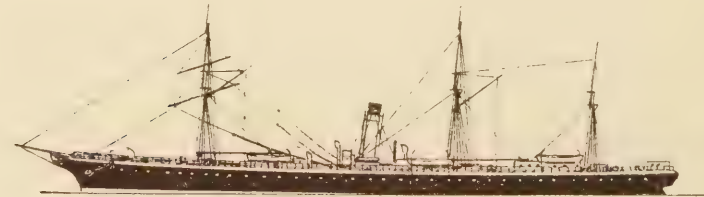
1873                      *Vaderland*                      2,748 tons  
The pioneer of the Red Star Line. Originally intended to carry petroleum in bulk as well as passengers. (83-1)



1873                      *Ohio*                      3,392 tons  
Sister ships: *Pennsylvania*, *Indiana*, *Illinois*. The pioneers of the American Line. (85-2)



1873                      *City of Chester*                      4,566 tons  
The Inman Line's considered reply to the *Oceanic* (see page 561). In 1893 became American Line's *Chester*. Sister ship: *City of Richmond*. (24-23)



1873                      *Nova Scotian*                      3,300 tons  
One of the Allan Line pioneers as lengthened in 1873. Sister ships: *North Briton*, *Hungarian*, *Bohemian*. (40-5)



1874                      *Amérique*                      4,585 tons  
Built 1865 as paddle steamer *Impératrice Eugénie*; in 1871 renamed *Atlantique*. In 1876 fitted with "the lighthouse and electric light". (61-4)



1874                      *Britannic*                      5,004 tons  
A larger and faster edition of the *Oceanic* (see page 561). Later given an additional deck and funnels lengthened. Sister ship: *Germanic*. (73-9)



1874                      *Bothnia*                      4,535 tons  
The Cunard Line's reply to the *Oceanic* (see page 561), than which she was larger but slower. Sister ship: *Scythia*.  
(10-50)



1875                      *City of Berlin*                      5,491 tons  
Final limit of the "long" ship. In 1879 was the first North Atlantic liner to be lighted internally by electricity.  
(24-25)



1876                      *Canada*                      4,054 tons  
Built 1866 as paddle steamer *Panama* (see page 559). (61-8)



1878                      *Circassia*                      4,272 tons  
Sister ships: *Ethiopia*, *Bolivia*, *Anchoria*, *Devonia*. An outstanding group of ships nominally owned by Barrow Steamship Company.  
(48-41)



1879                      *Gallia*                      4,809 tons  
An improved *Bothnia* (above).  
(10-52)

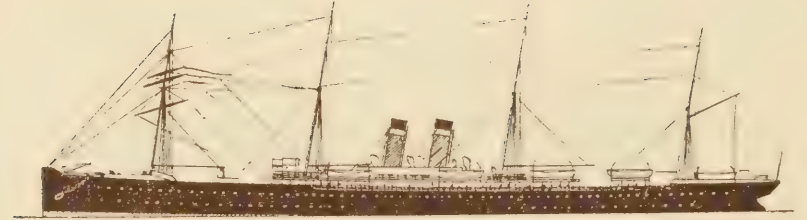


1879                      *Rhyndland*                      3,689 tons  
An early Red Star ship. From 1895 ran for the American Line between Liverpool and Philadelphia.  
(83-8)





1881 *Furnessia* 5,495 tons  
For a few months was the largest liner in service on the North Atlantic. In 1891 rebuilt with one funnel. (48-43)



1881 *Parisian* 5,359 tons  
The first mail steamer to be built of steel, and the first North Atlantic liner with bilge keels (see page 569). (40-38)



1881 *City of Rome* 8,415 tons  
Considered by many the most beautiful steamship ever built. Was a failure as an Inman Line record-breaker, but for many years ran successfully for the Anchor Line (48-46). (24-26)



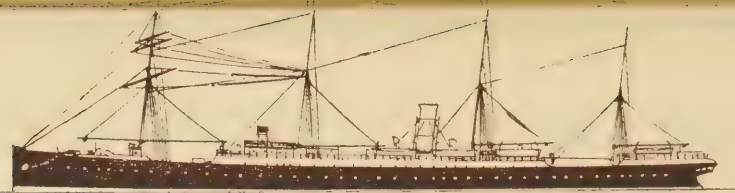
1881 *Servia* 7,392 tons  
The Cunard Line's reply to the *Buenos Ayrean's* steel construction (40-36), the *City of Berlin's* electric light (24-25) and the *Arizona's* speed (67-12). (10-54)



1881 *Alaska* 6,932 tons  
The first "greyhound of the North Atlantic". Consort of the *Arizona* and *Oregon*. (67-14)



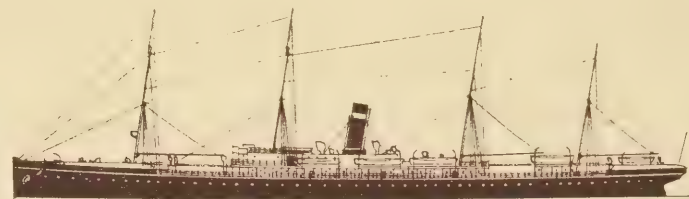
1882 *Werra* 5,109 tons  
The second of a group of nine express steamers built in Scotland for the Norddeutscher Lloyd. (53-39)



1883 *Ludgate Hill* 4,162 tons  
The first twin-screw steamer, built as such, to run on the North Atlantic. In 1897 became Allan Line *Livonian* (40-58). (111-1)



1883 *Aurania* 7,269 tons  
Consort of *Servia* (see page 564), but built with reduced ratio of length to beam. (10-57)



1883 *Noordland* 5,212 tons  
Red Star Line Antwerp-New York service. Depicted as running for American Line's Liverpool-Philadelphia service from 1901. (83-11)



1883 *Westernland* 5,736 tons  
Red Star Line Antwerp-New York service. Depicted as running for American Line's Liverpool-Philadelphia service from 1901. (83-12)

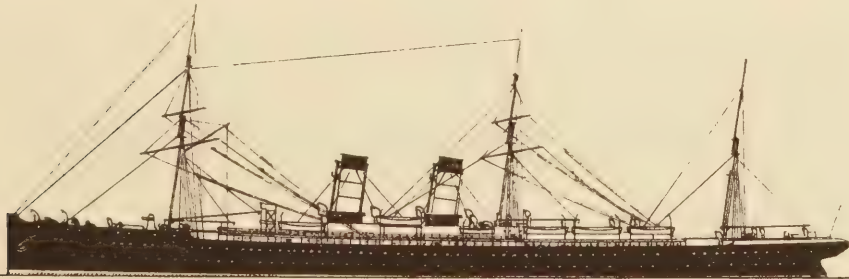


1884 *America* 5,528 tons  
The only National Line record-breaker. Sold to Italy in 1887. (60-14)





1884 *Vancouver* 5,141 tons  
The second steamer of the name, the first having been sold on the stocks and become *City of Chicago* (24-27). In 1893 was rebuilt with one funnel. (72-20)



1885 *Etruria* 7,718 tons  
The last single-screw record-breaker. Sister ship: *Umbria*. (10-60)



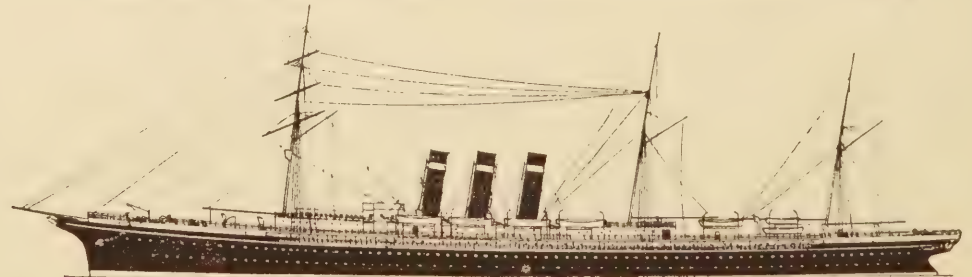
1887 *Lake Ontario* 4,502 tons  
The first British passenger liner on the North Atlantic with triple-expansion engines. (89-8)



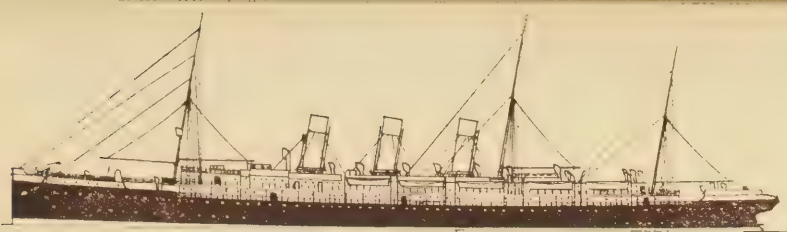
1884 *Hibernian* 3,440 tons  
As rebuilt in 1884 after being lengthened in 1871 (see page 558). (40-11)



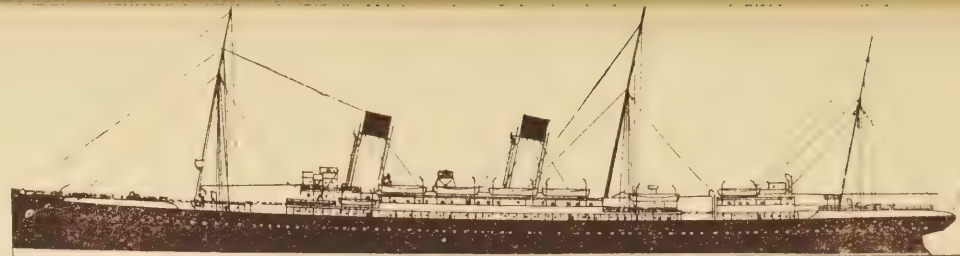
1886 *La Bourgogne* 7,395 tons  
Sister ships: *La Champagne*, *La Bretagne*, *La Gascogne*. Masts of all were later reduced to two. (61-21)



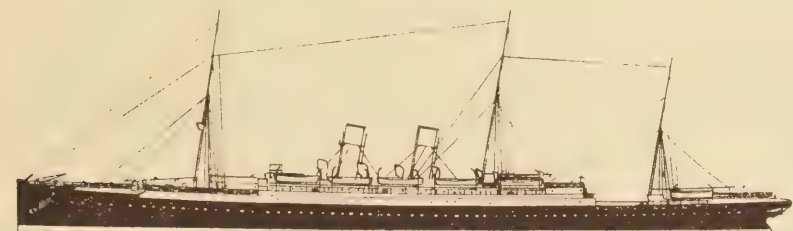
1888 *City of New York* 10,499 tons  
The first twin-screw express steamer. Sister ship: *City of Paris*. Both were later renamed and rebuilt with two large funnels (see page 573). (24-28)



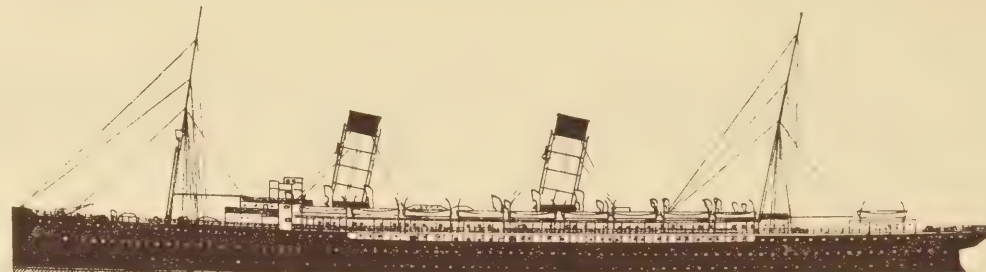
1889 *Augusta Victoria* 7,661 tons  
One of a quartette of Hamburg American express steamers. In 1897 lengthened and name corrected to *Auguste Victoria*. (46-38)



1889 *Teutonic* 9,984 tons  
The silhouette of the modern liner and the abandonment of sail power. Sister ship: *Majestic*. (73-13)



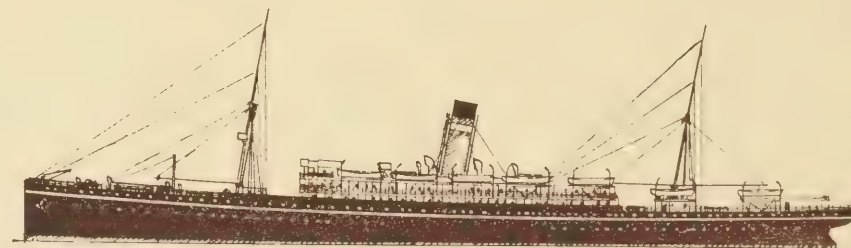
1891 *Havel* 6,875 tons  
The last single-screw express steamer. Sister ship: *Spree*, which was lengthened in 1899 and converted to twin-screw. (53-56)



1893 *Campania* 12,950 tons  
The first twin-screw Cunarder. Converted into aircraft carrier during World War I. Sister ship: *Lucania*. (10-61)



1895 *St. Paul* 11,629 tons  
Sister ship: *St. Louis*. The first high-speed North Atlantic screw steamers built in the U.S.A. (85-14)



1896 *Canada* 8,806 tons  
The first twin-screw steamer to be completed for the Canadian trade. (72-23)





1897

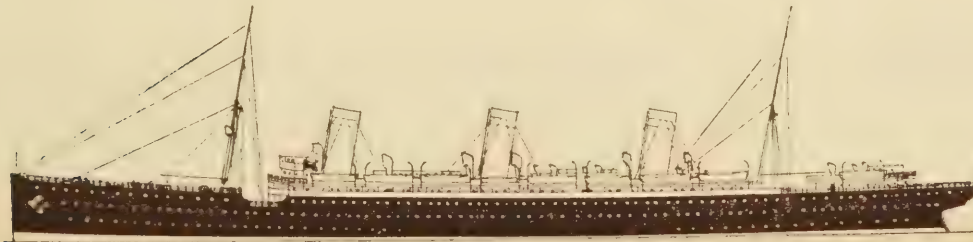
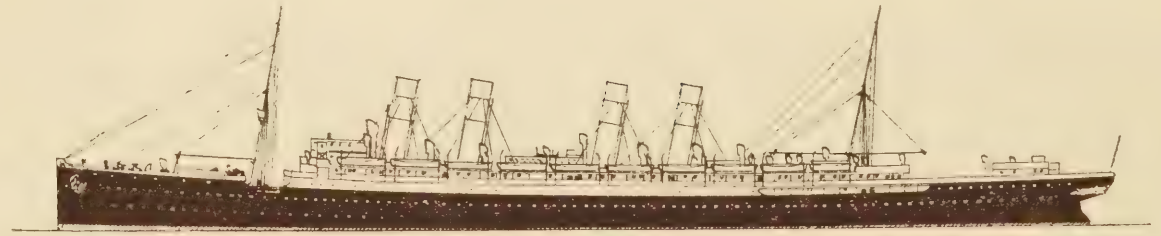
*Pennsylvania*

12,261 tons

A large intermediate steamer which could carry more cargo on one voyage than the entire "Hapag" sailing fleet of the 1850's in a whole year. (46-59)

1897 *Kaiser Wilhelm der Grosse* 14,349 tons

The first of the N.D.L. record-breakers, which did much to popularise German ships on the North Atlantic. (53-67)

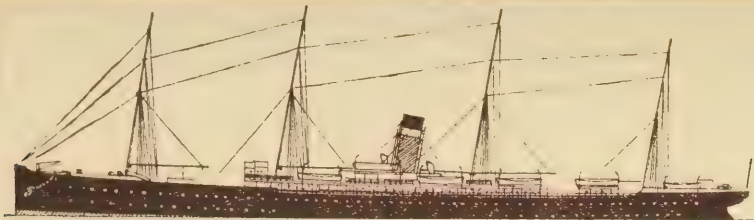


1898

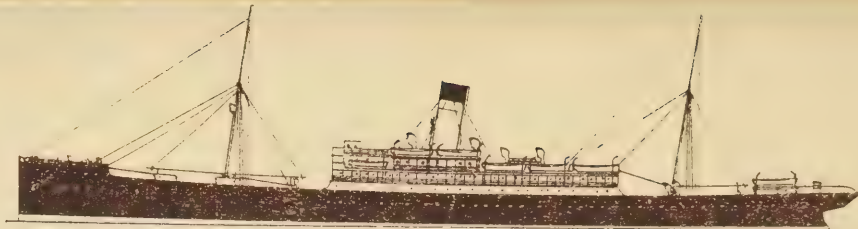
*Kaiser Friedrich*

12,480 tons

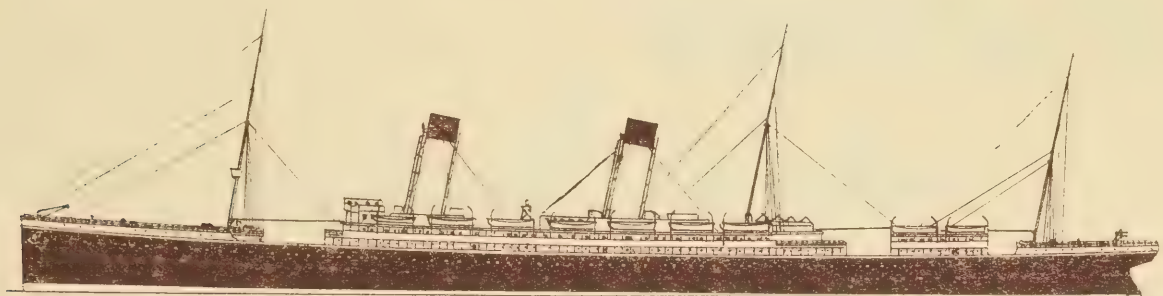
Built as a consort of *Kaiser Wilhelm der Grosse* (above). Was a failure as a high-speed ship. (53-68)



1899 *Parisian* 5,359 tons  
As rebuilt in 1899 (see page 564). (40-38)

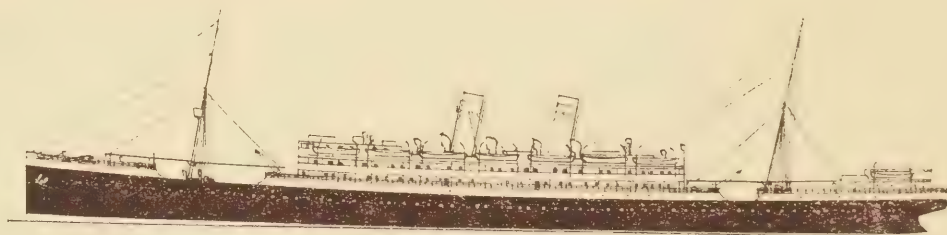


1899 *Bavarian* 10,376 tons  
The first ship in the Canadian trade to exceed 10,000 tons, and the first twin-screw Allan liner. (40-61)

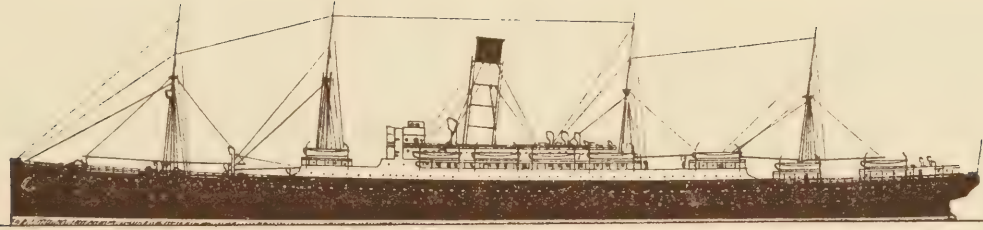


1899 *Oceanic* 17,274 tons  
The first liner to exceed the *Great Eastern* in length. (73-16)

1899 *Grosser Kurfürst* 12,500 tons  
Interchangeable between the New York and Australian trades. Became *Aeolus* and finally *City of Los Angeles*. (53-72)

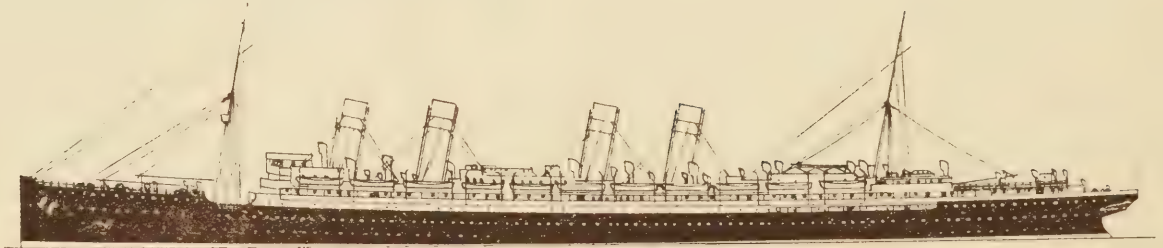






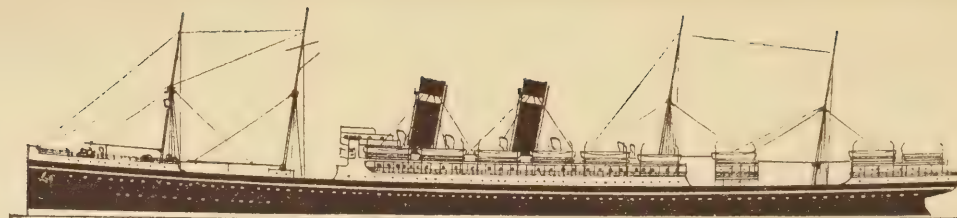
1900                      *Saxonia*                      14,281 tons  
 Conspicuous for the tallest funnel ever fitted to a ship.  
 Sister ship: *Ivernia*.                      (10-65)

1900                      *Deutschland*                      16,703 tons  
 The only "Hapag" record-breaker. In 1911 was  
 converted into cruising yacht *Victoria Luise*.  
    (46-69)



1900                      *Minnehaha*                      13,403 tons  
 Sister ships: *Minneapolis* and *Minnetonka*. Carried first  
 class passengers and cargo between London and New York.  
    (107-13)

1901                      *Zeeland*                      11,905 tons  
 Red Star Line Antwerp-New York service. In 1927 became  
 A.T.L. *Minnesota*. Sister ships: *Vaderland*, *Kroonland*,  
*Finland*. (83-15)

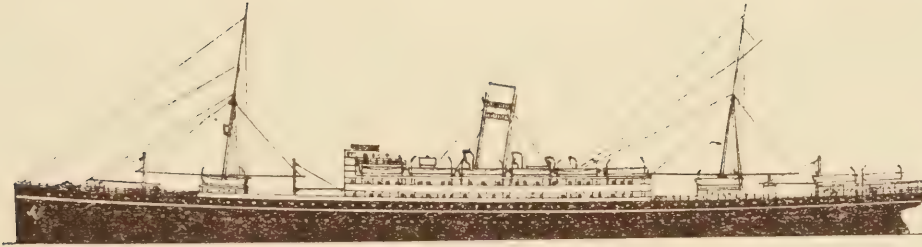


1901                      *La Savoie*                      11,168 tons  
 C.G.T. Havre-New York service. Sister ship: *La Lorraine*.  
 (61-28)

1901                      *Kronprinz Wilhelm*                      14,908 tons  
 An improved *Kaiser Wilhelm der Grosse* (see page  
 568), and a rival of "Hapag" *Deutschland* (see page  
 570). (53-82)

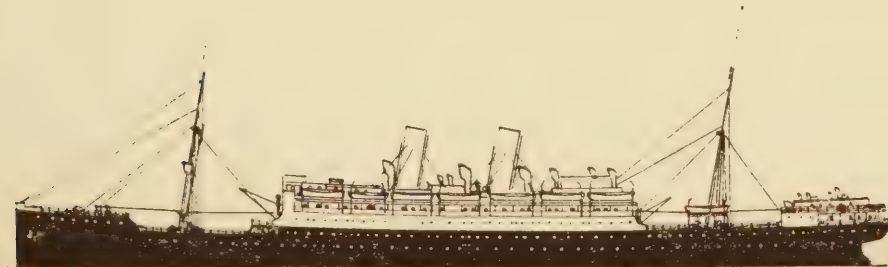






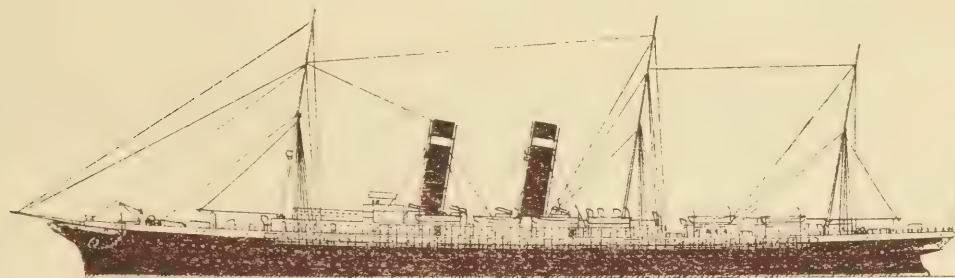
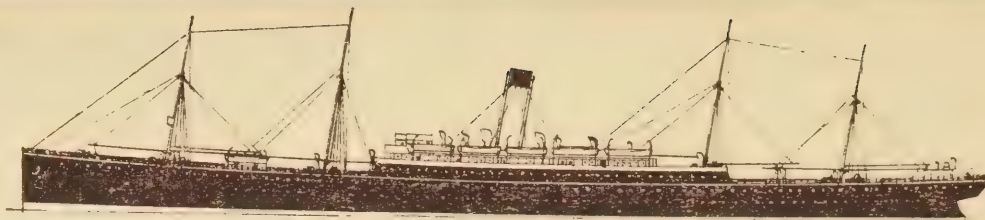
1901 *Rijndam* 12,340 tons  
Holland America Line Rotterdam–New York service. Sister ships:  
*Potsdam* and *Noordam*. (84–23)

1902 *Columbia* 8,292 tons  
Built to replace *City of Rome* (see page 564). The first of four Anchor  
Line “C” steamers. (48–55)



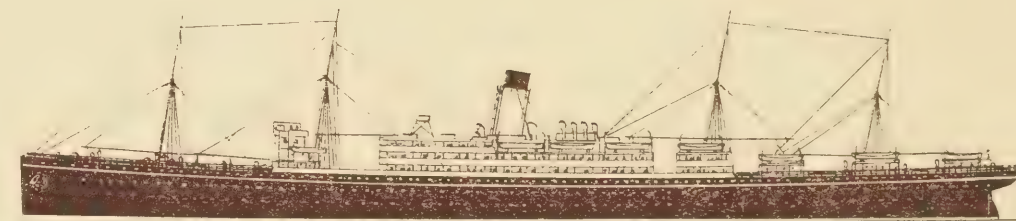
1902 *Blücher* 12,334 tons  
“Hapag” Hamburg–Southampton–New York service. Became C.G.T.  
*Leopoldina* and later *Suffren*. Sister ship: *Moltke*. (46–76)

1902 *Hanoverian* 13,507 tons  
 Leyland Line. In 1903 became *Mayflower* (72-28) and *Cretic*  
 (73-21) and in 1923 Leyland *Devonian*. (91-8)



1903 *New York* 10,499 tons  
 As rebuilt in 1903 (see *City of New York* page 566). (85-7)

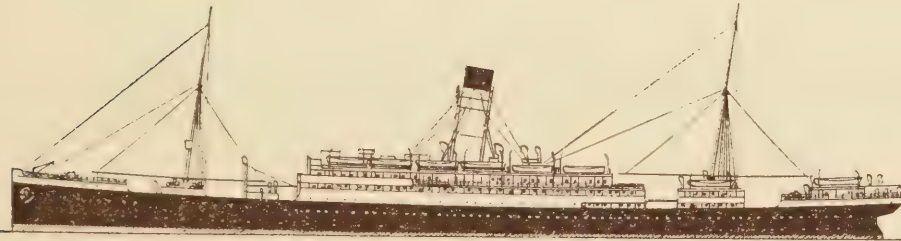
1903 *Arabic* 15,801 tons  
 Laid down as A.T.L. *Minnewaska*. One of many transfers  
 arising from the formation of the International Mercantile  
 Marine Company. (73-19)







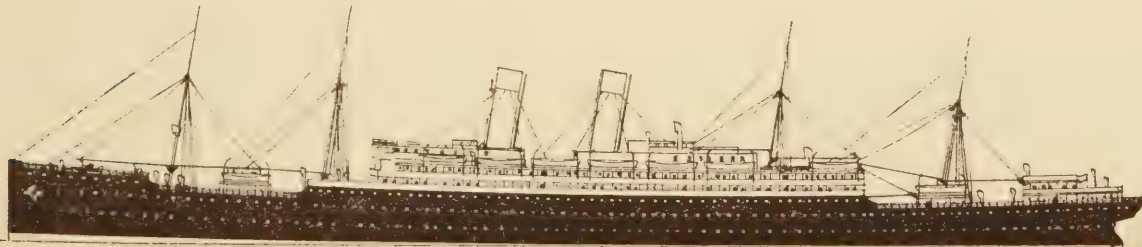
1903 *Republic* 15,378 tons  
 Built as Dominion Line *Columbus* (72-29), but transferred  
 almost at once to the White Star. (73-22)



1905 *Victorian* 10,635 tons  
 The first North Atlantic turbine liner and the first with triple screws.  
 Sister ship: *Virginian*. (40-67)

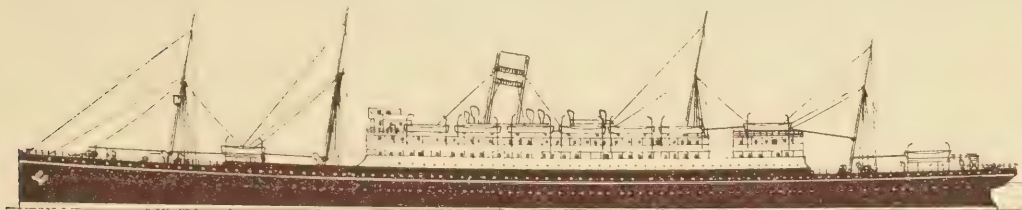
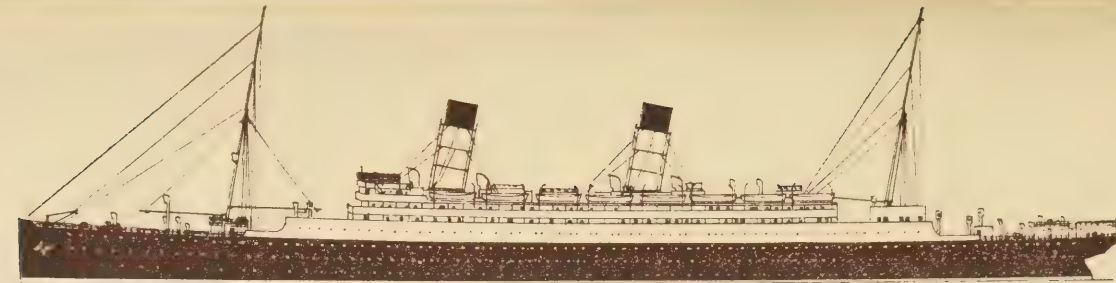


1905 *Caledonia* 9,223 tons  
 An improved *Columbia* (see page 572). (48-57)



1905 *Amerika* 22,225 tons  
 A faster and more luxurious version of the White  
 Star "Big Four" (see *Adriatic* page 576). Later  
 became *America* of United States Lines. (46-83)

The first turbine Cunarder whose success determined the motive power for the *Lusitania* and *Mauretania*. Sister ship: *Caronia*. (10-70)



1906 *Nieuw Amsterdam* 16,967 tons  
Holland America Line Rotterdam-New York service.  
(84-25)

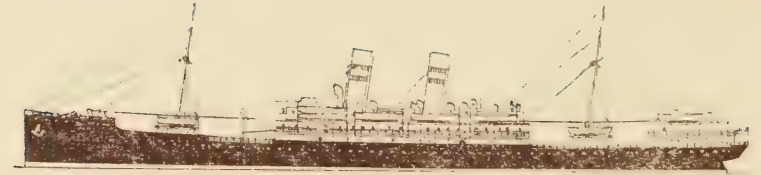
1906	<i>Empress of Britain</i>	14,189 tons
The first "Empress" of the North Atlantic. In 1924 renamed <i>Montroyal</i> . Sister ship: <i>Empress of Ireland</i> . (126-16)		



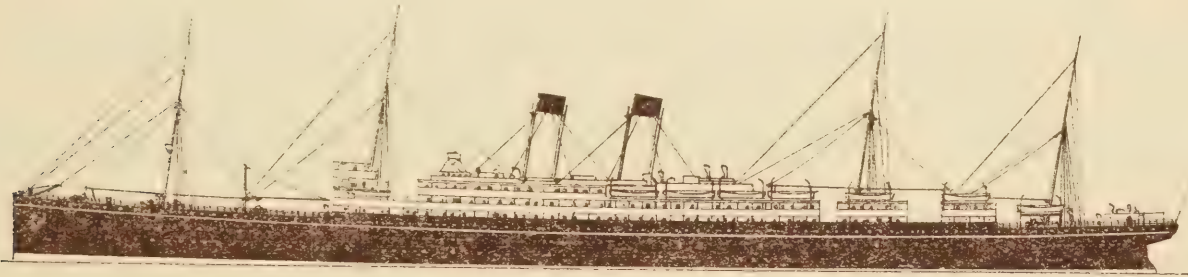




1906 *Smolensk* 7,270 tons  
A typical unit of the Russian Volunteer Fleet. Used as a passenger ship in peacetime and an auxiliary cruiser in wartime. (130-3)

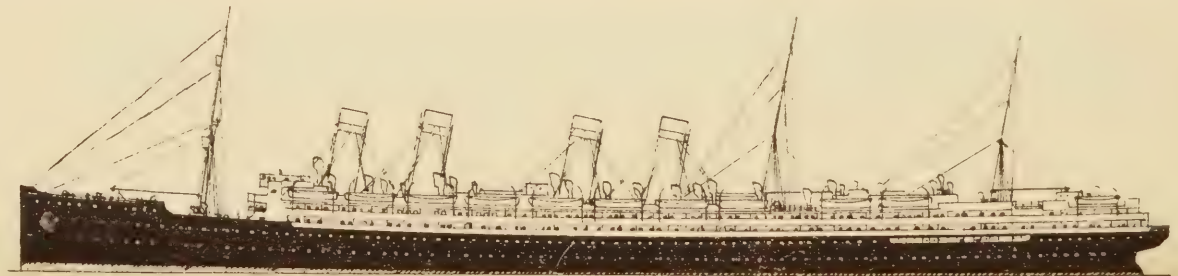


1907 *Re d'Italia* 5,204 tons  
The pioneer of the Lloyd Sabaudo. Sister ships: *Regina d'Italia* and *Principe di Piemonte*. (132-1)



1907 *Adriatic* 24,541 tons  
Sister ship: *Baltic*. Very similar: *Cedric*, *Celtic*. Together they comprised the White Star "Big Four". (73-25)

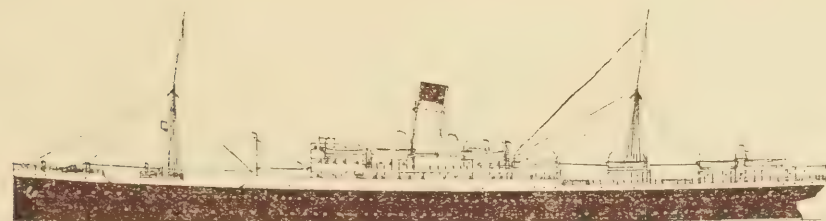
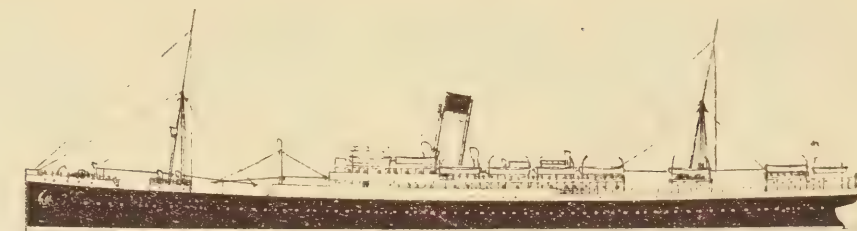
1907 *Kronprinzessin Cecilie* 19,400 tons  
The last of the four-funnelled N.D.L. express steamers. (53-94)





1907      *Lusitania*      31,550 tons  
 Recaptured the "Blue Riband" for Britain. In 1915 became a victim of German ruthlessness. Sister ship of the even more famous *Mauretania*.  
 (10-71)

1907      *Corsican*      11,419 tons  
 Built to replace the *Barvarian* (see page 569). In 1922 renamed *Marrake*.  
 (40-69)



1907      *Grampian*      10,955 tons  
 Glasgow-Canada trade. The Allan Line's reply to the Donaldson *Athenia* and *Cassandra* (94-21 22). Sister ship: *Hesperian*.  
 (40-70)



1907      *California*      8,662 tons  
 A smaller version of the *Caledonia* (see page 574).  
 (48-53)

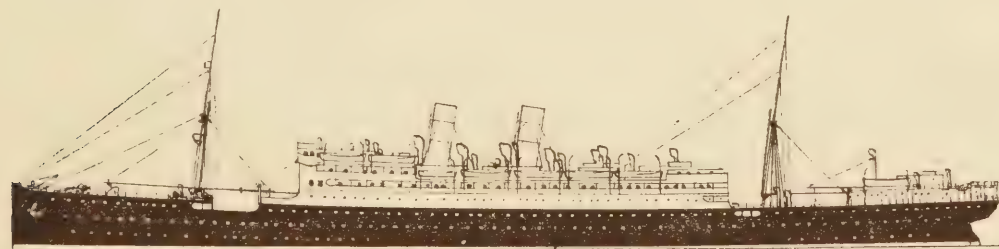




1907 *Gothland* 7,755 tons  
Built 1893 as *Gothic* (White Star), to which she later reverted for a short time. (83-19)



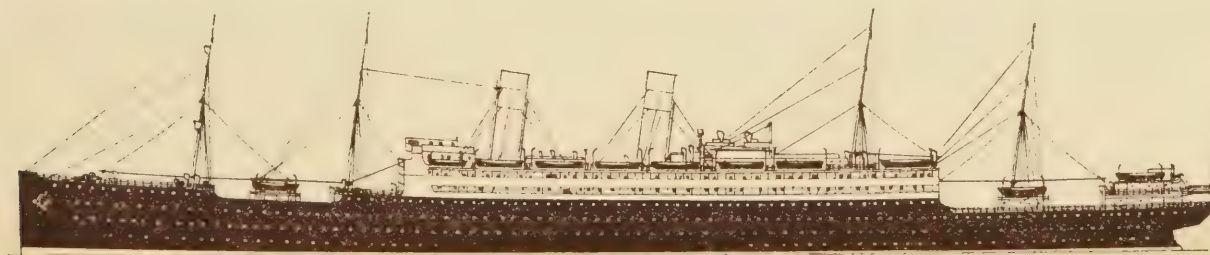
1908 *Derfflinger* 9,060 tons  
N.D.L. Built mainly for Far East and Australian trades, but extensively employed on North Atlantic after World War I. (53-96)



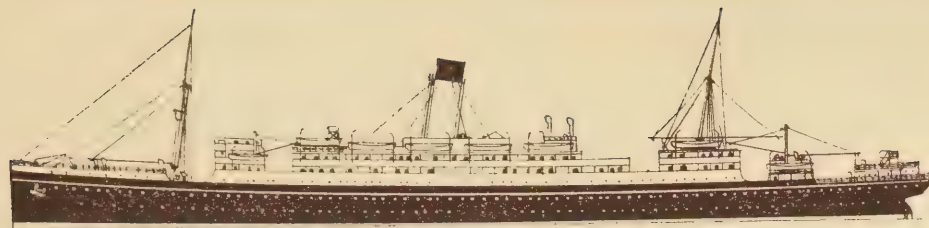
1908 *Prinz Friedrich Wilhelm* 17,082 tons  
N.D.L. Bremen-Southampton-New York intermediate service. Became in turn Canadian Pacific *Empress of India*, *Montlaurier*, *Monteith* and *Montclair*. (53-97)



1908 *Principe di Udine* 7,785 tons  
An improved version of *Re d'Italia* (see page 576) (132-5)

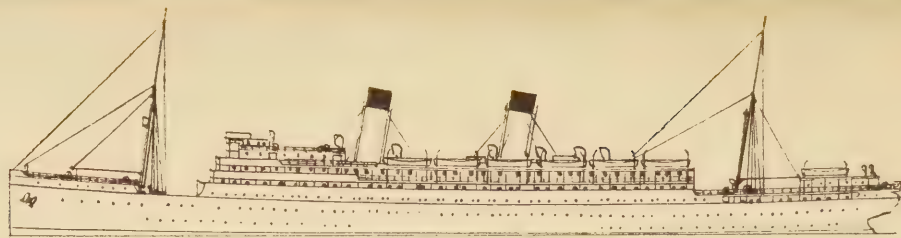


1909 *George Washington* 25,570 tons  
The N.D.L.'s reply to "Hapag" *Amerika* (see page 574) and *Kaiserin Auguste Victoria*. From 1921 ran for United States Lines. (53-100)



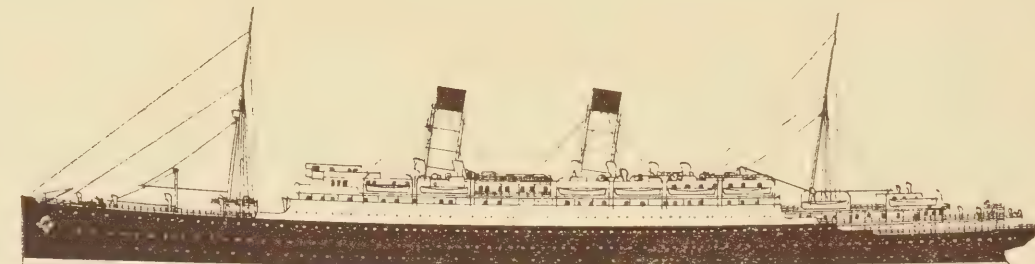
1909 *Megantic* 14,878 tons

Sister ship: *Laurentic*. The first ships completed for the White Star Canadian service, but were laid down for the Dominion Line. (73-27)



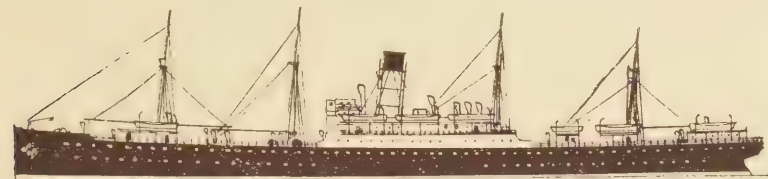
1910 *Royal George* 11,146 tons

Royal Line Avonmouth-Canada service. Subsequently purchased by Cunard Line. Sister ship: *Royal Edward*. (140-2)



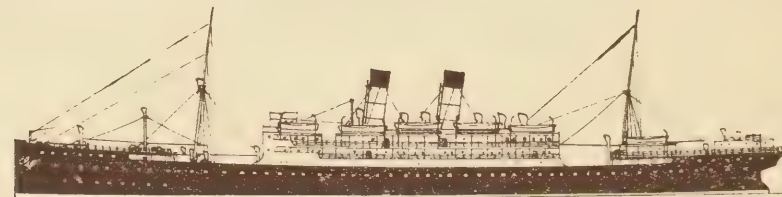
1911 *Franconia* 18,150 tons

Liverpool-Boston service. Sister ship: *Laconia*. (10-73)



1911 *Ausonia* 7,907 tons

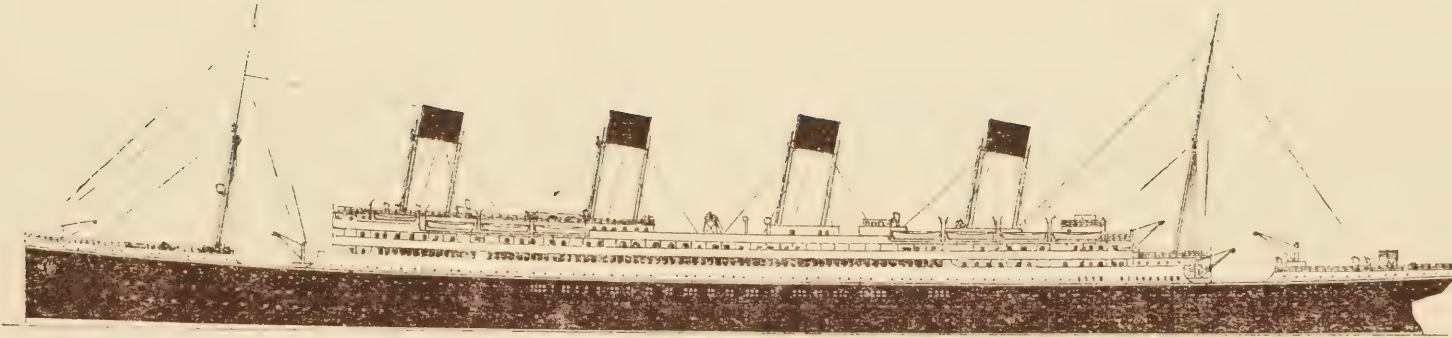
Built 1909 as *Tortona* (139-2). With *Albania* and *Ascania* (right) inaugurated Cunard Canadian service. (10-75)



1911 *Ascania* 9,111 tons

Laid down as *Gerona* (139). See *Ausonia* (left) (10-76)





1911

*Olympic*

45,324 tons

The White Star Line's reply to the *Lusitania* (see page 577). Sister ship of the ill-fated *Titanic*.

(73-28)



1911

*Cameronia*

10,963 tons

The fourth of a popular quartette (see *Columbia* page 572, *Caledonia* page 574 and *California* page 577).

(48-59)

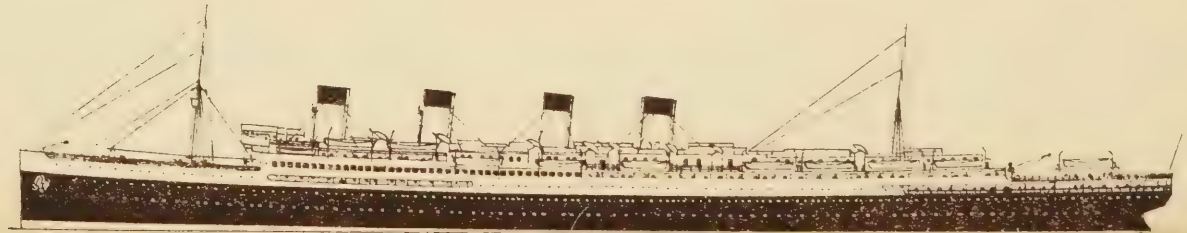
1912

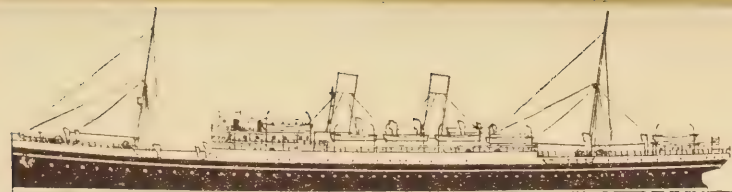
*France*

23,666 tons

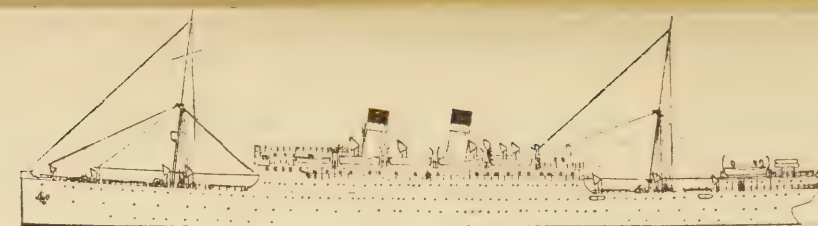
The nearest rival in speed of the *Lusitania* (see page 577) and *Mauretania*.

(61-36)

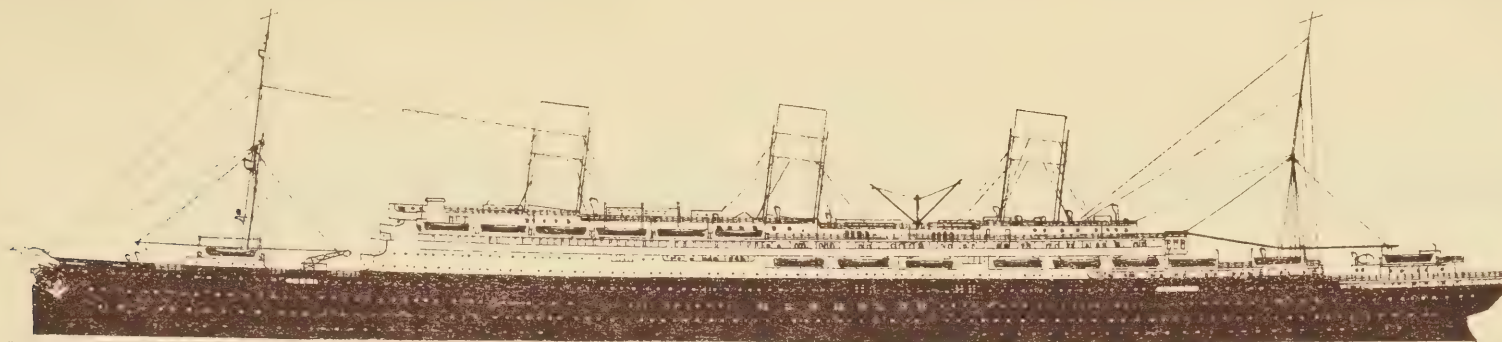




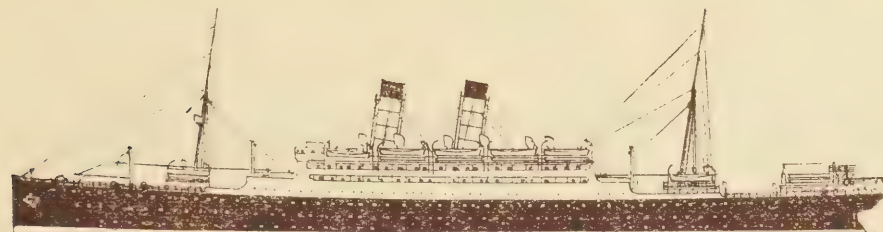
1912                      *Czar*                      6,503 tons  
One of four consorts built in England for the Russian American Line. Later served under British, Danish and Polish flags. (131-8)



1912                      *Canada*                      9,684 tons  
Fabre Line. A sister ship, *Sant' Anna*, was torpedoed and sunk during World War I. (106-14)



*Imperator*  
1913      51,969 tons  
The "Hapag" reply to the *Olympic* (see page 580). In 1921 became *Berengaria* (10-87). Succeeding ships: *Vaterland* and *Bismarck* (later *Majestic*). (46-90)

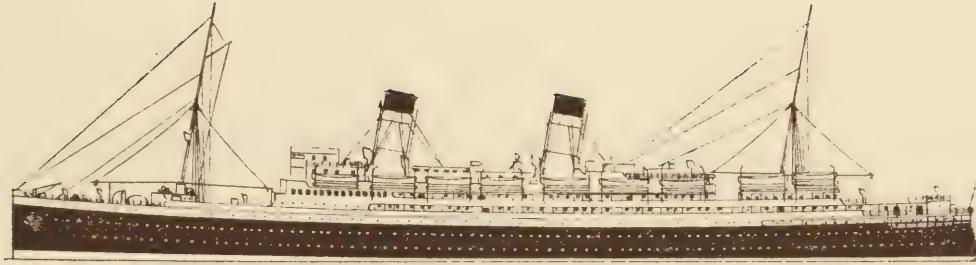


1913                      *Andania*                      13,405 tons  
Sister ship: *Alaunia*. The first ships designed for the Cunard Line's Canadian service. (10-78)



1913                      *Bergensfjord*                      11,015 tons  
One of the pioneers of the Norwegian America Line. Became *Argentina* (173-4) and later *Jerusalem* (176-1). Sister ship: *Kristianiafjord*. (142-2)



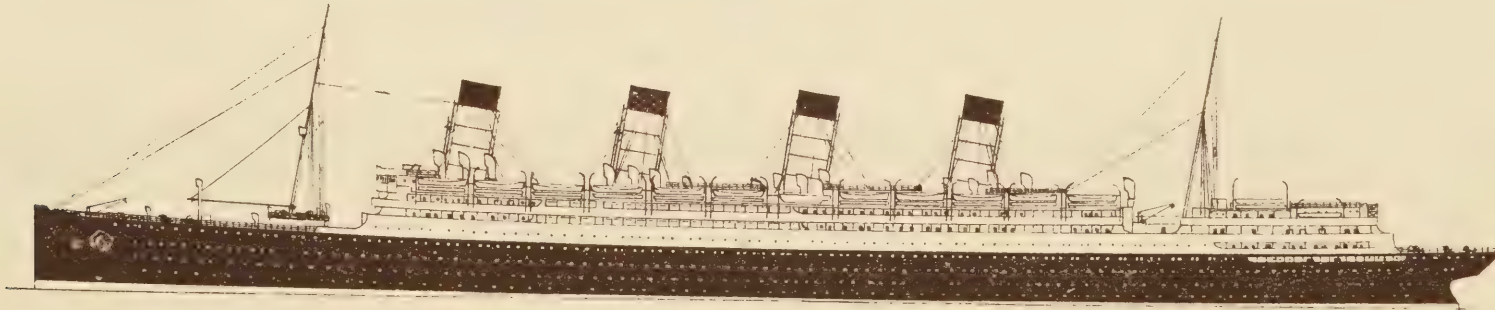


1914

*Alsatian*

13,481 tons

The largest Allan Line ship and the first on the North Atlantic with a cruiser stern. Became *Empress of France* (126-32). Sister ship: *Calgarian*. (40-74)

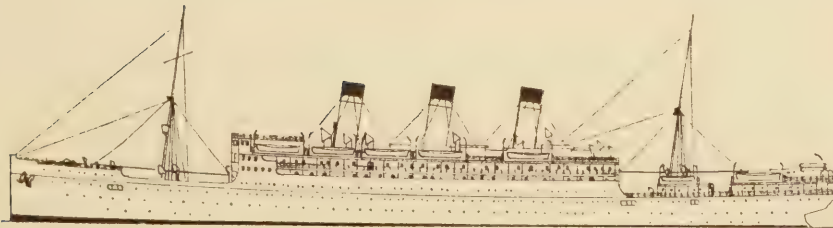


1914

*Aquitania*

45,647 tons

A larger but slower version of the *Lusitania* (see page 577). Remained in service until 1949 and crossed the Atlantic about 600 times. (10-80)

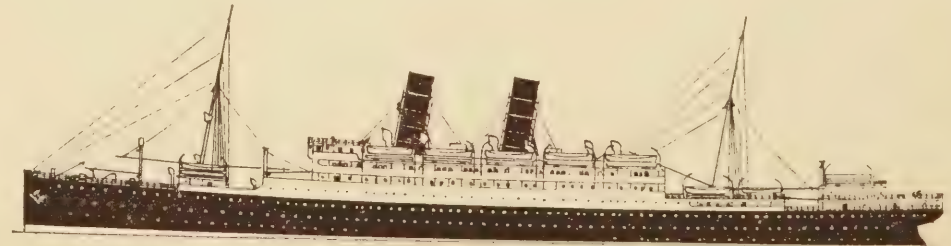


1914

*Patria*

11,885 tons

An improved *Canada* (see page 581). A consort, the *Providence*, was launched in 1914 but was not commissioned until 1920. (106-15)



1914

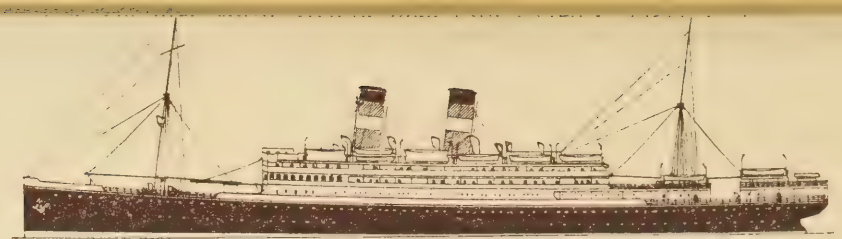
*Transylvania*

14,315 tons

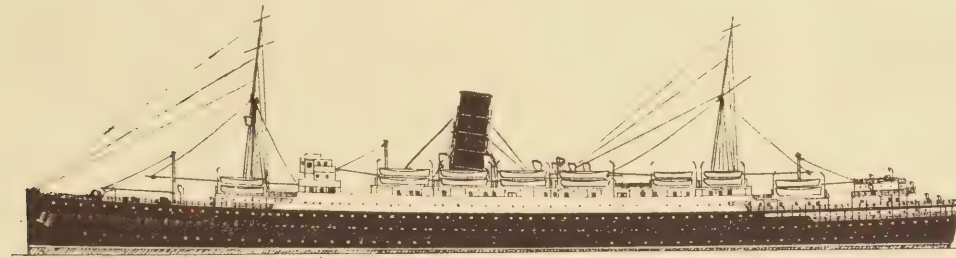
Laid down for a joint Cunard-Anchor Mediterranean-New York service. The first North Atlantic liner with geared turbines. Consort: *Tuscania* (48-60). (10-91)



1915                      *Metagama*                      12,420 tons  
Sister ship: *Missanabie*. The first "cabin" steamers built for the Canadian Pacific. (126-19)

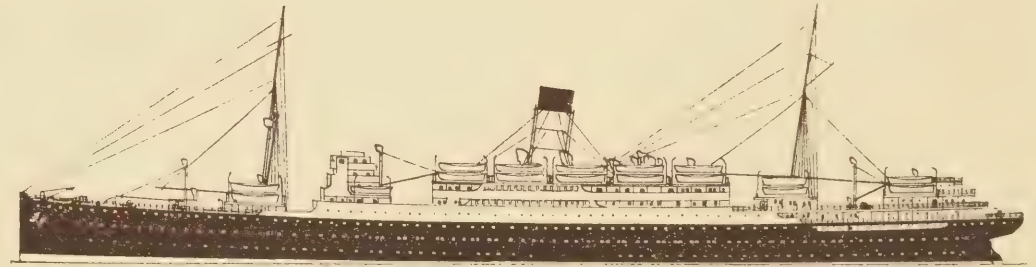


1920                      *Presidente Wilson*                      12,567 tons  
Built 1912 as *Kaiser Franz Josef I* (127-11). (147-1)

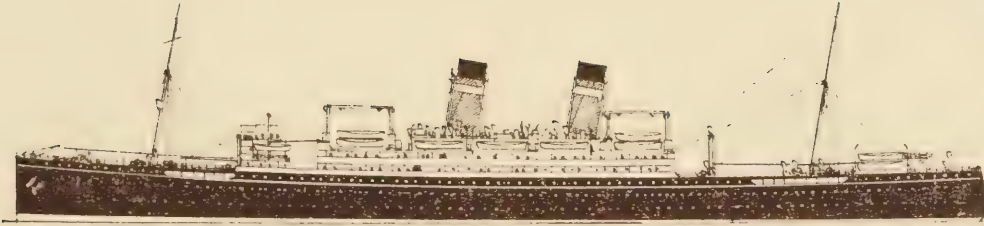


1921                      *Cameronia*                      16,365 tons  
The first of a group of five Anchor Line ships, but actually a sister ship of *Tyrrhenia* (10-93), which was soon renamed *Lancastria*. (48-64)

1921                      *Scythia*                      19,730 tons  
A development of *Franconia* (see page 579). Sister ships: *Samaria*, *Laconia*. Very similar: *Franconia*, *Carinthia*. (10-89)







1922

*Regina*

16,313 tons

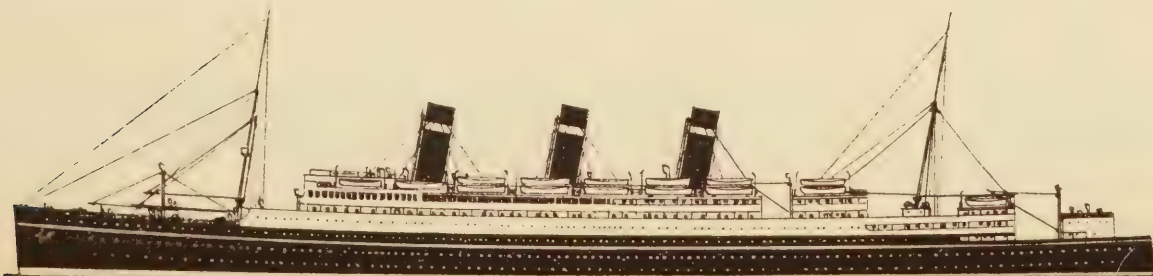
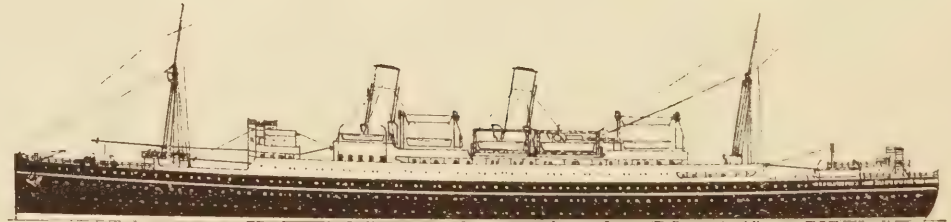
The last passenger ship built for the Dominion Line. Became *Westernland* (83-23).  
(72-31)

1922

*Montclare*

16,314 tons

Sister ships: *Montcalm* and *Montrose*. The well-known Canadian Pacific "Monts".  
(126-40)



1923

*Belgenland*

27,132 tons

Completed 1917 as White Star *Belgic* (two funnels; three masts). In 1935 became *Columbia*.  
(83-21)

## APPENDIX B

## SHIPBUILDERS, PAST AND PRESENT

(included in the fleet lists)

- Aitken, Glasgow  
 Aitken & Mansel, Glasgow  
 American International Shipbuilding Corporation, Hog Island, Penn.  
 \*Ansaldo, S.A., Sestri Ponente  
 Sir W. G. Armstrong, Mitchell & Co. Ltd., Newcastle, became  
     Armstrong Whitworth  
 Sir W. G. Armstrong, Whitworth & Co. Ltd., Newcastle, see  
     Vickers-Armstrong  
 \*Ateliers et Chantiers de France, Dunkirk  
     Ateliers et Chantiers de l'Atlantique, St. Nazaire  
 \*Ateliers et Chantiers de la Loire, St. Nazaire  
     Backhouse & Dixon, Middlesbrough  
 \*Barclay, Curle & Co. Ltd., Glasgow  
     Barrow Shipbuilding Company, Barrow-in-Furness, see Vickers-  
     Armstrong  
     Wm. Beardmore & Co. Ltd., Glasgow, formerly Robert Napier &  
     Sons  
     Bethlehem Shipbuilding Corporation, Alameda, Calif.  
 \*Bethlehem Shipbuilding Corporation, Quincy, Mass.  
 \*Bethlehem Shipbuilding Corporation, Sparrows Point, Md.  
     Birley & Sons, Philadelphia  
     Blackwood & Gordon, Port Glasgow  
 \*Blohm & Voss, Hamburg  
 \*Boele's Scheepswerven, Bolnes, Holland  
     Bonn & Mees, Rotterdam  
 \*Bremer Vulkan, Vegesack  
 \*Brest Dockyard, Brest  
     William H. Brown, New York  
     Brown & Bell, New York  
 \*John Brown & Co. Ltd., Clydebank, Glasgow  
 \*Burmeister & Wain, Copenhagen  
     Caird & Co., Greenock, see Harland & Wolff  
     California Shipbuilding Corporation, Los Angeles  
 \*Cammell, Laird & Co. Ltd., Birkenhead  
     Campbell & Black, Quebec  
     Cantieri Navali Riuniti, Spezia  
     \* Still operating under this name.



- Cantieri Navali Siciliani, Palermo  
 Cantieri Navali Triestino, Monfalcone  
 \*Cantieri Riuniti dell'Adriatico, Monfalcone  
 \*Chantiers de la Méditerranée, La Seyne  
 \*Chantiers de Penhoët, St. Nazaire  
 \*Chantiers et Ateliers de Provence, Port Bouc  
 Cherbourg Dockyard, Cherbourg  
 Claparede, Rouen  
 R. Clover & Co., Birkenhead  
 \*John Cockerill S.A., Hoboken, Belgium  
 Collyer, New York  
 C.G.T., St. Nazaire, see Chantiers de Penhoët  
 \*Charles Connell & Co., Scotstoun, Glasgow  
 W. Cramp & Sons, Philadelphia  
 Crocker & Fickett, New York  
 Curling & Young, London  
 C. A. Day & Co., Northam Ironworks, Southampton  
 \*De Schelde Koninklijke Maatschappij, Flushing  
 \*Wm. Denny & Bros Ltd., Dumbarton  
 Deutsche Werft, Hamburg  
 Sir Raylton Dixon & Co. Ltd., Middlesbrough  
 Dobie & Co., Govan, Glasgow, became Govan Shipbuilding Co.  
 \*Wm. Doxford & Sons Ltd., Sunderland  
 Robt. Duncan, Greenock  
 Earle's Shipbuilding & Engineering Co. Ltd., Hull  
 Eastern Shipbuilding Corporation, New London, Conn.  
 John Elder & Co., Glasgow, formerly Randolph & Elder, see  
     Fairfield  
 Esercizio Bacini, Riva Trigoso  
 \*Euskalduna, Bilbao  
 R. & J. Evans, Liverpool  
 \*Fairfield Shipbuilding & Engineering Co. Ltd., Govan, Glasgow  
 Federal Shipbuilding Corporation, Kearney, N.J.  
 Flensburg, Flensburg  
 \*Forges et Chantiers de la Gironde, Bordeaux  
 Furness Withy & Co. Ltd., West Hartlepool  
 \*Götaverken, Gothenberg  
 Gourlay & Co., Dundee  
 Govan Shipbuilding Co., Govan, Glasgow, formerly Dobie & Co.  
 \*William Gray & Co., West Hartlepool  
 William Gray & Co., Hull  
 \*Harland & Wolff, Belfast, formerly Robt. Hickson & Co.  
 \*Harland & Wolff, Govan, Glasgow, formerly London & Glasgow Co.,  
     see also Caird & Co.  
 Harrison Loring, Boston  
 \*R. & W. Hawthorn, Leslie & Co. Ltd., Hebburn-on-Tyne  
 D. & W. Henderson Ltd., Glasgow  
 \* Still operating under this name.

- James Henderson & Son, Glasgow, became Henderson, Coulborn  
Henderson, Coulborn & Co., Glasgow, became Lobnitz & Co.  
Robt. Hickson & Co., Belfast—see Harland & Wolff
- \*Charles Hill & Sons, Bristol  
Hodgson & Co., Liverpool
- \*Howaldtswerke A.G., Kiel  
Humble & Milcrest, Liverpool  
Humphrys, Hull
- \*A. & J. Inglis Ltd., Glasgow  
Irvine's Shipbuilding & Dry Docks Co. Ltd., West Hartlepool  
Geo. W. Jackman, Newburyport, Mass.  
Kaiser Co., Richmond, Calif.  
Kaiser Co., Vancouver, Wash.  
Key, Kinghorn, Scotland  
Kinghorn, Glasgow  
Krupp, Kiel
- \*Sir James Laing & Sons, Sunderland  
Laird Bros., Birkenhead, see Cammell Laird  
Lawrie & Co., Glasgow  
Leslie, Newcastle, see Hawthorn Leslie  
Liverpool Shipbuilding Co., Liverpool  
Lloyd Austriaco, Trieste  
London & Glasgow Engineering & Iron Shipbuilding Co. Ltd.,  
Glasgow, formerly Smith & Rodgers, see Harland & Wolff  
Archibald McMillan & Son, Dumbarton  
Malcolmson & Co., Waterford  
C. J. Mare & Co., Blackwall, London  
Robert Menzies & Son, Leith  
Merchant Shipbuilding Corporation, Chester, Penn.  
C. Mitchell & Co., Newcastle, became Armstrong, Mitchell  
S. & H. Morton & Co., Leith  
Henry Murray & Co., Dumbarton
- \*Nakskov Skibsværft, Nakskov, Denmark  
Robert Napier, became Robert Napier & Sons, Glasgow, became  
Beardmore  
Napier, Shanks & Bell, Glasgow
- \*Nederlandsche Dok en Scheepsbouw, Amsterdam  
Nederlandsch Stoomvaart Maatschappij, Rotterdam  
Neptune Iron Works, Waterford, became Malcolmson
- \*New York Shipbuilding Corporation, Camden, N.J.
- \*Newport News Shipbuilding & Dry Dock Co., Newport News
- \*Nieuwe Waterweg, Schiedam, Holland  
Northumberland Shipbuilding Co.  
Oregon Shipbuilding Corporation, Portland, Ore.  
Orlando, Leghorn  
Oswald, Sunderland  
Oswald, Mordaunt, Southampton
- \* Still operating under this name.



- Palmer Brothers, Jarrow-on-Tyne, became  
 Palmers Shipbuilding & Iron Co. Ltd., Jarrow-on-Tyne, became  
 Palmers Hebburn Ltd.  
 Wm. Patterson, Bristol  
 M. Pearse & Co., Stockton  
 Permanente Metals Corporation, Richmond, Calif.  
 Perrin, Stack & Patterson, New York  
 \*Wm. Pickersgill & Sons, Sunderland  
 Pile, Sunderland  
 Pim, Hull  
 Priestman & Co., Sunderland  
 \*J. Readhead & Sons, South Shields  
 Reiherstieg, Hamburg  
 Richardson, Duck & Co., Stockton  
 \*Rotterdamsche Droogdok Maatschappij, Rotterdam  
 T. Royden & Sons, Liverpool  
 Russell & Co., Greenock, moved to Port Glasgow, became  
 Lithgow's Ltd.  
 Samuelson, Hull  
 San Rocco, Trieste  
 F. Schichau, Danzig  
 Schlesinger Davis, Newcastle  
 Scott, Sinclair & Co., Glasgow  
 \*Scott's Shipbuilding & Engineering Co. Ltd., Greenock  
 Scott, Russell & Co., Millwall, London  
 Seattle-Tacoma Shipbuilding Corporation, Tacoma, Wash.  
 \*Short Bros., Sunderland  
 \*Wm. Simons & Co., Renfrew  
 J. Simonson, New York  
 \*P. Smit, jun., Rotterdam  
 Smith, Glasgow, became Smith & Rodgers  
 Smith & Dimon, New York  
 Smith & Rodgers, Glasgow, became London and Glasgow  
 \*Sociedad Española de Construcción Naval, Bilbao  
 \*Sociedad Española de Construcción Naval, Cadiz  
 \*Sociedad Española de Construcción Naval, Ferrol  
 Softley, South Shields  
 Stabilimento Tecnico, Trieste  
 Robt. Steele & Son, Greenock  
 George Steers, New York  
 \*Alexander Stephen & Sons Ltd., Linthouse, Glasgow  
 Sunderland Shipbuilding Co., Sunderland  
 \*Sun Shipbuilding & Dry Dock Co., Chester, Pa.  
 Swan & Hunter, Wallsend-on-Tyne, see  
 \*Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne  
 Tecklenborg, Geestemunde  
 Thames Ironworks, London  
 \* Still operating under this name.

- J. & G. Thomson, Clydebank, Glasgow, see John Brown
- \*J. L. Thompson & Son, Sunderland
- Tod & McGregor, became D. & W. Henderson Ltd.
- Tyne Iron Shipbuilding Co., Newcastle
- Van Vlissingen, Amsterdam
- Vaughan & Lynn, Philadelphia
- Vickers Ltd., Barrow-in-Furness, formerly Vickers, Sons & Maxim, see
- \*Vickers-Armstrong Ltd., Barrow-in-Furness, formerly Vickers Ltd.
- \*Vickers-Armstrong Ltd., Newcastle, formerly Armstrong Whitworth
- Vickers, Sons & Maxim, Barrow-in-Furness, formerly Barrow Shipbuilding Co., became Vickers Ltd.
- A. G. "Vulkan", Hamburg
- A. G. "Vulkan", Stettin
- Watson, Sunderland
- Wm. H. Webb, New York
- \*A. G. "Weser", Bremen
- Western Pipe & Steel Co., San Francisco
- Westervelt & McKay, New York
- Wigham Richardson, Newcastle, see Swan, Hunter & Wigham Richardson
- Wigram, Southampton
- William & Thomas Wilson, Liverpool
- \*Wilton-Feyenoord, Rotterdam
- Thomas Wingate & Son, Glasgow
- E. Withy & Co., West Hartlepool, became Furness, Withy
- John Wood, Port Glasgow, became Robert Duncan & Co.
- Charles Wood, Port Glasgow
- Workman, Clark & Co. Ltd., Belfast

\* Still operating under this name.



## APPENDIX C

## RECORD PASSAGES

"The Blue Riband of the North Atlantic"

## (a) WESTBOUND

Year	Steamer	Flag	Line	From	To	Nautical miles	Time D. H. M.	Speed (knots)
1838 (Apr.)	<i>Sirius</i>	Br.	B. & A.	Cork	New York	2.961	18.10. 0	6.7
1838 (Apr.)	<i>Great Western</i>	Br.	G.W.	Avonmouth	New York	3.223	15.10.30	8.7
1839	<i>Great Western</i>	Br.	G.W.	Avonmouth	New York	3.053	13. 6. 0	9.6
1841 (June)	<i>Columbia</i>	Br.	Cunard	Liverpool	Halifax	2.534	10.19. 0	9.78 <sup>1</sup> *
1848	<i>Europa</i>	Br.	Cunard	Liverpool	New York	3.047	11. 3. 0	11.52
1850 (May)	<i>Asia</i>	Br.	Cunard	Liverpool	Halifax	2.534	8.17. 0	12.12
1850 (Sept.)	<i>Pacific</i>	U.S.	Collins	Liverpool	New York	3.050	10. 4. 0	12.5*
1851 (Aug.)	<i>Baltic</i>	U.S.	Collins	Liverpool	New York	3.054	9.18. 0	13.05
1861 (June)	<i>Adriatic</i>	Br.	Galway	Galway	St. John's, N.F.	1.677	5. 2. 0	13.75 <sup>2</sup> *
1866 (July)	<i>Scotia</i>	Br.	Cunard	Queenstown	New York	2.851	8. 4.35	14.51
1872 (May)	<i>Adriatic</i>	Br.	W. Star	Queenstown	New York	2.778	7.23.17	14.52
1875 (Sept.)	<i>City of Berlin</i>	Br.	Inman	Queenstown	New York	2.829	7.18. 2	15.21
1876 (Nov.)	<i>Britannic</i>	Br.	W. Star	Queenstown	New York	2.795	7.13.11	15.43
1877 (Apr.)	<i>Germanic</i>	Br.	W. Star	Queenstown	New York	2.830	7.11.37	15.76
1882 (Apr.)	<i>Alaska</i>	Br.	Guion	Queenstown	New York	2.803	7. 6.43	16.04
1883 (Apr.)	<i>Alaska</i>	Br.	Guion	Queenstown	New York	2.775	6.23.48	16.54 <sup>3</sup> *
1884 (May)	<i>America</i>	Br.	National	Queenstown	New York	2.805	6.15.22	17.6
1884 (Aug.)	<i>Oregon</i>	Br.	Cunard	Queenstown	Sandy Hook	2.792	6. 9.42	18.16
1885 (May)	<i>Etruria</i>	Br.	Cunard	Queenstown	Sandy Hook	2.821	6. 5.31	18.87
1887 (May)	<i>Umbria</i>	Br.	Cunard	Queenstown	Sandy Hook	2.810	6. 4.42	18.90
1888 (May)	<i>Etruria</i>	Br.	Cunard	Queenstown	Sandy Hook	2.855	6. 1.55	19.57
1889 (May)	<i>City of Paris</i>	Br.	I. & I.	Queenstown	Sandy Hook	2.855	5.23. 7	19.95 <sup>4</sup>
1889 (Sept.)	<i>City of Paris</i>	Br.	I. & I.	Queenstown	Sandy Hook	2.788	5.19.18	20.01
1893 (Oct.)	<i>Lucania</i>	Br.	Cunard	Queenstown	Sandy Hook	2.785	5.18.45	20.03
1894 (Aug.)	<i>Campania</i>	Br.	Cunard	Queenstown	Sandy Hook	2.785	5.18.45	20.03

1893 (Oct.)	<i>Lucania</i>	Br.	Cunard	Queenstown	Sandy Hook	2.775	5.13.45	20.75
1894 (Aug.)	<i>Campania</i>	Br.	Cunard	Queenstown	Sandy Hook	2.783	5. 9.29	21.49 <sup>5</sup>
1894 (Aug.)	<i>Lucania</i>	Br.	Cunard	Queenstown	Sandy Hook	2.787	5. 8.38	21.66 <sup>5</sup>
1894 (Sept.)	<i>Lucania</i>	Br.	Cunard	Queenstown	Sandy Hook	2.782	5. 7.48	21.75 <sup>5</sup>
1894 (Oct.)	<i>Lucania</i>	Br.	Cunard	Queenstown	Sandy Hook	2.779	5. 7.23	21.81 <sup>5</sup>
1898 (Mar.)	<i>K. W. der Grosse</i>	Ger.	N.D.L.	Needles	Sandy Hook	3.120	5.20. 0	22.29 <sup>6</sup>
1900 (July)	<i>Deutschland</i>	Ger.	"Hapag"	Eddystone	Sandy Hook	3.044	5.15.46	22.42 <sup>7</sup>
1900 (Aug.)	<i>Deutschland</i>	Ger.	"Hapag"	Cherbourg	Sandy Hook	3.050	5.12.29	23.02 <sup>8</sup>
1901 (July)	<i>Deutschland</i>	Ger.	"Hapag"	Cherbourg	Sandy Hook	3.141	5.16.12	23.06 <sup>9</sup>
1902 (Sept.)	<i>Kronprinz Wilhelm</i>	Ger.	N.D.L.	Cherbourg	Sandy Hook	3.047	5.11.57	23.09 <sup>10</sup>
1904	<i>Kaiser Wilhelm II</i>	Ger.	N.D.L.	Cherbourg	Sandy Hook	3.068	5.12.44	23.12 <sup>11</sup>
1907 (Oct.)	<i>Lusitania</i>	Br.	Cunard	Queenstown	Ambrose	2.780	4.19.52	23.99
1908 (May)	<i>Mauretania</i>	Br.	Cunard	Queenstown	Ambrose	2.889	4.20.15	24.86
1908 (July)	<i>Lusitania</i>	Br.	Cunard	Queenstown	Ambrose	2.776	4.15. 0	25.01
1909	<i>Lusitania</i>	Br.	Cunard	Daunts Rock	Sandy Hook	2.784	4.11.42	25.85
1909 (Sept.)	<i>Mauretania</i>	Br.	Cunard	Daunts Rock	Sandy Hook	2.784	4.10.51	26.06 <sup>12</sup>
1929 (July)	<i>Bremen</i>	Ger.	N.D.L.	Cherbourg	Ambrose	3.164	4.17.42	27.83
1930	<i>Europa</i>	Ger.	N.D.L.	Cherbourg	Ambrose	3.157	4.17. 6	27.91
1933	<i>Bremen</i>	Ger.	N.D.L.	Cherbourg	Ambrose	3.199	4.16.15	28.51
1933	<i>Rex</i>	It.	Italia	Gibraltar	Ambrose	3.181	4.13.58	28.92
1935 (May)	<i>Normandie</i>	Fr.	C.G.T.	Bishops Rock	Ambrose	2.971	4. 3. 2	29.98
1936 (Aug.)	<i>Queen Mary</i>	Br.	C.-W.S.	Bishops Rock	Ambrose	2.907	4. 0.27	30.14
1937 (July)	<i>Normandie</i>	Fr.	C.G.T.	Bishops Rock	Ambrose	2.906	3.23. 2	30.58
1938 (Aug.)	<i>Queen Mary</i>	Br.	C.-W.S.	Bishops Rock	Ambrose	2.907	3.21.48	30.99
1952 (July)	<i>United States</i>	U.S.	U.S.L.	Bishops Rock	Ambrose	2.906	3.12.12	34.51

(1) *The Times*, 18/8/42.

(2) *The Times*, 24/6/61. "The *Adriatic* arrived at St. John's in five days and two hours from Galway". It can reasonably be assumed that this time is correct, but the mileage shown is only approximate. Provided the actual mileage exceeded 1,593—which it almost certainly did—the voyage was undoubtedly a record one.

(3) *Annual Register*, 1883.

(4) *The Times*, 9/5/89.

(5) *Glasgow Herald*, 17/12/94.

(6) *The Times*, 24/8/00.

(7) *The Times*, 25/7/00.

(12) In 1929 (Aug.) *Mauretania* proceeded from Cherbourg to Ambrose, 3,162 miles, in 4.21.44=26.90 knots.

(8) *The Times*, 3/9/00.

(9) *The Times*, 2/8/01.

(10) *The Times*, 19/9/02.

(11) *Engineering*, 8/11/07.

\* As the mileage is approximate so is the average speed.



APPENDIX C—RECORD PASSAGES—*continued*

## (b) EASTBOUND

Year	Steamer	Flag	Line	From	To	Nautical miles	Time			Speed (knots)
							D.	H.	M.	
1838 (May)	<i>Sirius</i>	Br.	B. & A.	New York	Falmouth	2,988	18.	0.	0	6.92*
1838 (May)	<i>Great Western</i>	Br.	G.W.	New York	Avonmouth	3,050	14.	17.	30	8.6*
1840 (Aug.)	<i>Britannia</i>	Br.	Cunard	Halifax	Liverpool	2,573	10.	0.	0	10.72 <sup>1</sup>
1842 (June)	<i>Columbia</i>	Br.	Cunard	Halifax	Liverpool	2,534	9.	17.	0	10.87*
1843 (May)	<i>Hibernia</i>	Br.	Cunard	Halifax	Liverpool	2,524	9.	10.	0	11.17 <sup>2</sup> *
1847 (July)	<i>Hibernia</i>	Br.	Cunard	Halifax	Liverpool	2,524	9.	1.	30	11.60*
1849 (July)	<i>Canada</i>	Br.	Cunard	Boston	Liverpool	2,911	9.	22.	0	12.23 <sup>3</sup>
1850 (July)	<i>Atlantic</i>	U.S.	Collins	New York	Liverpool	3,053	10.	8.	20	12.294*
1850 (Oct.)	<i>Asia</i>	Br.	Cunard	New York	Liverpool	3,053	10.	7.	0	12.364*
1851 (May)	<i>Pacific</i>	U.S.	Collins	New York	Liverpool	3,078	9.	20.	30	13.01
1852	<i>Arctic</i>	U.S.	Collins	New York	Liverpool	3,082	9.	17.	15	13.21
1856 (May)	<i>Persia</i>	Br.	Cunard	New York	Liverpool	3,068	9.	12.	7	13.495*
1856 (June)	<i>Persia</i>	Br.	Cunard	New York	Liverpool	3,068	9.	8.	40	13.665*
1856 (Aug.)	<i>Persia</i>	Br.	Cunard	New York	Liverpool	3,068	9.	5.	0	13.88 <sup>5</sup>
				Sandy Hook	Bell Buoy	3,046	8.	23.	30	14.13 <sup>5</sup>
1863 (Dec.)	<i>Scotia</i>	Br.	Cunard	New York	Queenstown	2,731	8.	3.	0	14.02
1869 (July)	<i>Russia</i>	Br.	Cunard	New York	Queenstown	2,731	8.	0.	30	14.19*
1869 (Dec.)	<i>City of Brussels</i>	Br.	Inman	New York	Queenstown	2,786	7.	22.	0	14.66
1873 (Jan.)	<i>Baltic</i>	Br.	W. Star	New York	Queenstown	2,840	7.	20.	9	15.09
1875 (Oct.)	<i>City of Berlin</i>	Br.	Inman	New York	Queenstown	2,820	7.	15.	28	15.37
1876 (Feb.)	<i>Germanic</i>	Br.	W. Star	New York	Queenstown	2,894	7.	15.	17	15.79
1876 (Dec.)	<i>Britannic</i>	Br.	W. Star	New York	Queenstown	2,882	7.	12.	47	15.94
1879 (July)	<i>Arizona</i>	Br.	Guion	New York	Queenstown	2,810	7.	8.	11	15.96
1882 (June)	<i>Alaska</i>	Br.	Guion	New York	Queenstown	2,791	6.	22.	0	16.80
1882 (Sept.)	<i>Alaska</i>	Br.	Guion	New York	Queenstown	2,800	6.	18.	38	17.17
1884 (Apr.)	<i>Oregon</i>	Br.	Guion	New York	Queenstown	2,815	6.	16.	57	17.48
1884 (June)	<i>America</i>	Br.	Cunard	New York	Queenstown	2,815	6.	14.	0	17.52
1887 (Mar.)	<i>Eurybia</i>	Br.	Cunard	Sandy Hook	Queenstown	2,396	6.	4.	36	19.45
1889 (May)	<i>City of Paris</i>	Br.	L. & L.	Sandy Hook	Queenstown	2,394	6.	0.	29	20.925

1887 (Mar.)	<i>Etruria</i>	Br.	Cunard	Sandy Hook	Queenstown	2,893	6. 14. 38	19. 43
1889 (May)	<i>City of Paris</i>	Br.	I. & I.	Sandy Hook	Queenstown	2,894	6. 0. 29	20. 02
1892 (Aug.)	<i>City of New York</i>	Br.	I. & I.	Sandy Hook	Queenstown	2,814	5. 19. 57	20. 11
1893 (May)	<i>Campania</i>	Br.	Cunard	Sandy Hook	Queenstown	2,899	5. 17. 27	21. 09
1894 (May)	<i>Lucania</i>	Br.	Cunard	Sandy Hook	Queenstown	2,823	5. 8. 38	21. 95
1897 (Nov.)	<i>K. W. der Grosse</i>	Ger.	N.D.L.	Sandy Hook	Needles	3,099	5. 18. 40	22. 35
1900 (July)	<i>Deutschland</i>	Ger.	"Hapag"	Sandy Hook	Eddystone	3,085	5. 14. 6	22. 46 <sup>6</sup>
1900 (Aug.)	<i>K. W. der Grosse</i>	Ger.	N.D.L.	Sandy Hook	Cherbourg	3,184	5. 19. 44	22. 89 <sup>6</sup>
1900 (Sept.)	<i>Deutschland</i>	Ger.	"Hapag"	Sandy Hook	Eddystone	2,982	5. 7. 38	23. 36 <sup>7</sup>
1901 (June)	<i>Deutschland</i>	Ger.	"Hapag"	Sandy Hook	Eddystone	3,083	5. 11. 51	23. 38 <sup>8</sup>
1901 (July)	<i>Deutschland</i>	Ger.	"Hapag"	Sandy Hook	Eddystone	3,099	5. 11. 5	23. 51 <sup>9</sup>
1906	<i>Kaiser Wilhelm II</i>	Ger.	N.D.L.	Sandy Hook	Eddystone	3,024	5. 8. 16	23. 58 <sup>10</sup>
1907 (Oct.)	<i>Lusitania</i>	Br.	Cunard	Ambrose	Queenstown	2,807	4. 22. 53	23. 61
1907 (Nov.)	<i>Mauretania</i>	Br.	Cunard	Ambrose	Queenstown	2,807	4. 22. 29	23. 69
1908 (Mar.)	<i>Mauretania</i>	Br.	Cunard	Ambrose	Queenstown	2,932	5. 0. 5	24. 42
1909 (Feb.)	<i>Mauretania</i>	Br.	Cunard	Ambrose	Queenstown	2,933	4. 20. 2	25. 28
1909 (Mar.)	<i>Mauretania</i>	Br.	Cunard	Ambrose	Queenstown	2,934	4. 18. 35	25. 61
1909 (May)	<i>Mauretania</i>	Br.	Cunard	Ambrose	Queenstown	2,934	4. 18. 11	25. 70
1909 (June)	<i>Mauretania</i>	Br.	Cunard	Ambrose	Queenstown	2,933	4. 17. 21	25. 88
1924 (Aug.)	<i>Mauretania</i>	Br.	Cunard	Ambrose	Cherbourg	3,008	4. 19. 0	26. 16 <sup>11</sup>
1929 (July)	<i>Bremen</i>	Ger.	N.D.L.	Ambrose	Eddystone	3,084	4. 14. 30	27. 92
1935 (June)	<i>Normandie</i>	Fr.	C.G.T.	Ambrose	Bishops Rock	3,015	4. 3. 28	30. 31
1936 (Aug.)	<i>Queen Mary</i>	Br.	C.-W.S.	Ambrose	Bishops Rock	2,939	3. 23. 57	30. 63
1937 (Mar.)	<i>Normandie</i>	Fr.	C.G.T.	Ambrose	Bishops Rock	2,978	4. 0. 6	30. 99
1937 (Aug.)	<i>Normandie</i>	Fr.	C.G.T.	Ambrose	Bishops Rock	2,936	3. 22. 7	31. 20
1938 (Aug.)	<i>Queen Mary</i>	Br.	C.-W.S.	Ambrose	Bishops Rock	2,938	3. 20. 42	31. 69
1952 (July)	<i>United States</i>	U.S.	U.S.L.	Ambrose	Bishops Rock	2,912	3. 10. 40	35. 59

(1) *The Times*, 18/8/42.

(2) *The Times*, 30/5/43.

(3) *Liverpool Albion*, 18/2/50.

(4) *The Times*, 9/10/50.

(5) *The Times*, 19/8/56.

(6) *The Times*, 24/8/00.

(7) *The Times*, 11/9/00.

(8) *The Times*, 20/6/01.

(9) *The Times*, 18/7/01.

(10) *Engineering*, 8/11/07.

(11) In 1929 (Aug.) the *Mauretania* proceeded from Ambrose to Eddystone, 3,098 miles, in 4.17.50=27.22 knots.

\* As the mileage is approximate so is the average speed.



## APPENDIX D

## “FIRSTS” AND “LASTS”

## RELATING TO NORTH ATLANTIC STEAMSHIPS AND MOTOR VESSELS

NOTE: When a number or a letter follows the chapter number it indicates the ship's position in the corresponding fleet list.

			Chapter
First crossing	. . . . .	1819 <i>Savannah</i> (U.S.)	1
First crossing Savannah–Liverpool	. . . . .	ditto	
First crossing from Canada	. . . . .	1833 <i>Royal William</i> (Canadian)	3–1
First crossing Quebec–Pictou–Cowes–London	. . . . .	ditto	
First crossing by steamer built as such	. . . . .	ditto	
First line to start operations	. . . . .	1838 British & American S.N. Co. (Br.)	5
First westbound crossing <sup>1</sup>	. . . . .	1838 <i>Sirius</i> (Br.)	5–a
First crossing to New York <sup>1</sup>	. . . . .	ditto	
First crossing London–New York <sup>1</sup>	. . . . .	ditto	
First crossing Cork–New York <sup>1</sup>	. . . . .	ditto	
First surface condensers	. . . . .	ditto	
First crossing by steamer built for North Atlantic	. . . . .	1838 <i>Great Western</i> (Br.)	6–1
First crossing Bristol–New York	. . . . .	ditto	
First crossing Liverpool–New York	. . . . .	1838 <i>Royal William</i> (Br.)	7–1
First watertight bulkheads	. . . . .	ditto	
First two-funnelled steamer	. . . . .	1838 <i>Liverpool</i> (Br.)	8–1
First bathrooms	. . . . .	ditto	
First crossing Portsmouth–New York	. . . . .	1839 <i>British Queen</i> (Br.)	5–1
First mail steamer	. . . . .	1840 <i>Britannia</i> (Br.)	10–1
First Cunarder <sup>2</sup>	. . . . .	ditto	
First crossing to Canada <sup>2</sup>	. . . . .	ditto	
First crossing Liverpool–Boston <sup>2</sup>	. . . . .	1841 <i>President</i> (Br.)	5–2
First disaster	. . . . .	1843 <i>Princess Queen</i>	11

First crossing Liverpool-Boston <sup>2</sup>	.	.	.	.	ditto	
First disaster	.	.	.	.	1841 <i>President</i> (Br.)	5-2
First Belgian steamer <sup>3</sup>	.	.	.	.	1842 <i>British Queen</i>	11
First crossing Antwerp-New York <sup>3</sup>	.	.	.	.	ditto	
First crossing Southampton-New York <sup>3</sup>	.	.	.	.	ditto	
First iron steamer	.	.	.	.	1845 <i>Great Britain</i> (Br.)	6-2
First screw steamer	.	.	.	.	ditto	
First steamer with six masts	.	.	.	.	ditto	
First steamer offering "whole state-rooms" for one passenger	.	.	.	.	ditto	
First U.S. steamer since <i>Savannah</i> <sup>4</sup>	.	.	.	.	1845 <i>Massachusetts</i>	13-1
First U.S. screw steamer <sup>4</sup>	.	.	.	.	ditto	
First wooden screw steamer <sup>4</sup>	.	.	.	.	ditto	
First U.S. line	.	.	.	.	1847 Ocean S.N. Co.	16
First steamer of first U.S. line	.	.	.	.	1847 <i>Washington</i>	16-1
First crossing New York-Bremen	.	.	.	.	ditto	
First French line <sup>5</sup>	.	.	.	.	1847 Heroult & de Handel	17
First French steamer	.	.	.	.	1847 <i>Union</i>	17-1
First crossing Cherbourg-New York	.	.	.	.	ditto	
First crossing Havre-New York	.	.	.	.	1847 <i>New York</i> (Fr.)	17-4
First crossing Glasgow-New York	.	.	.	.	1850 <i>City of Glasgow</i> (Br.)	19-1
First Collins Line steamer	.	.	.	.	1850 <i>Atlantic</i> (U.S.)	20-1
First straight stem	.	.	.	.	ditto	
First steam heating	.	.	.	.	ditto	
First crossing Galway-New York	.	.	.	.	1850 <i>Viceroy</i> (Br.)	21
First German steamer	.	.	.	.	1850 <i>Helena Sloman</i>	22
First crossing Hamburg-New York	.	.	.	.	ditto	

(1) Apart from a lone voyage by the *City of Kingston* a few days previously.

(2) Apart from a special voyage by the Cunard feeder steamer *Unicorn* a few weeks previously.

(3) Built 1839 for the British & American Steam Navigation Co. (British).

(4) Apart from a special voyage by *Marmara* (U.S.), New York-Liverpool-Constantinople, a few days previously.

(5) Advertised in England as the "Transatlantic General Steam Packet Co." The only name used in France was "Heroult & de Handel".



APPENDIX D—"FIRSTS" AND "LASTS"—*continued*

Chapter

First U.S. line New York-Southampton-Havre . . . . .	1850 New York & Havre S.N. Co.	23
First steamer of ditto . . . . .	1850 <i>Franklin</i> . . . . .	23-1
First Inman Line steamer . . . . .	1850 <i>City of Glasgow</i> (Br.) . . . .	24-1
First crossing Liverpool-Philadelphia . . . . .	ditto . . . . .	
First screw Cunarder . . . . .	1852 <i>Andes</i> (Br.) . . . . .	10-13
Last wooden Cunarder . . . . .	1853 <i>Arabia</i> (Br.) . . . . .	10-14
First line to St. Lawrence River . . . . .	1853 Canadian S.N. Co. (Br.) . . . .	34
First crossing Liverpool-Quebec-Montreal . . . . .	1853 <i>Genova</i> (Br.) . . . . .	34-a
First crossing Liverpool-Portland (Maine) . . . . .	1853 <i>Sarah Sands</i> (Br.) . . . . .	34-1c
First German steamer Bremen-New York . . . . .	1853 <i>Hansa</i> . . . . .	35
First Italian steamer . . . . .	1854 <i>Sicilia</i> . . . . .	37
First crossing Palermo-New York . . . . .	ditto . . . . .	
First British steamer Southampton-New York . . . . .	1854 <i>Indiana</i> . . . . .	38
First compound engines <sup>1</sup> . . . . .	1854 <i>Brandon</i> (Br.) . . . . .	39-1
First Allan Line steamer . . . . .	1854 <i>Canadian</i> (Br.) . . . . .	40-1
First two-funnelled screw steamer <sup>2</sup> . . . . .	ditto . . . . .	
First four-funnelled steamer <sup>3</sup> . . . . .	1855 <i>Ericsson</i> (U.S.) . . . . .	42-1
First iron paddle steamer . . . . .	1856 <i>Persia</i> (Br.) . . . . .	10-23
First Hamburg American steamer . . . . .	1856 <i>Borussia</i> (Ger.) . . . . .	46-1
First crossing Liverpool-St. John's, N.F. . . . .	1856 <i>Propontis</i> (Br.) . . . . .	38
First line to Newfoundland . . . . .	1856 Liverpool, Newfoundland & Halifax S.N. Co. (Br.) . . . . .	47
First crossing London-Quebec-Montreal . . . . .	1857 <i>United Service</i> (Br.) . . . .	51-1
First crossing Glasgow-Quebec-Montreal . . . . .	1857 <i>Clyde</i> (Br.) . . . . .	36
Last (and largest) wooden paddle steamer . . . . .	1857 <i>Adriatic</i> (U.S.) . . . . .	20-5
First line Galway-New York <sup>4</sup> . . . . .	1858 Atlantic S.N. Co. (Br.) . . . .	52
First Norddeutscher Lloyd steamer . . . . .	1858 <i>Bremen</i> (Ger.) . . . . .	53-1
First crossing Liverpool-New York via Queenstown <sup>5</sup> . . . . .	1859 <i>City of Baltimore</i> (Br.) . . . .	24-4
First Cunard crossing ditto . . . . .	1859 <i>Canada</i> (Br.) . . . . .	10-10
First steamer to exceed 18,000 tons . . . . .	1860 <i>Great Eastern</i> (Br.) . . . . .	56-1

First five-funnelled steamer				ditto
First iron steamer with straight stem	.	.	.	ditto
First (and only) paddle-cum-screw steamer	.	.	.	ditto
First Cunard screw mail steamer	.	.	.	1860 <i>Australasian</i> (Br.) 10-26
First ditto (to be built as such)	.	.	.	1862 <i>China</i> (Br.) 10-33
Last Cunard paddle steamer	.	.	.	1862 <i>Scotia</i> (Br.) 10-34
First (and only) paddle steamer to make more than 1 R/V to R. St. Lawrence <sup>6</sup>	.	.	.	1863 <i>America</i> (Br.) 40-16b
First C.G.T. (French Line) steamer	.	.	.	1864 <i>Washington</i> 61-1
First sailing to St. John, N.B.	.	.	.	1865 <i>Britannia</i> (Br.) 48-6
First sailing Glasgow-St. John, N.B.	.	.	.	ditto
First (and only) line running a fleet of wooden screw steamers	.	.	.	1865 Baltimore & Liverpool S.S. Co. (U.S.) 64
Last paddle steamer <sup>7</sup>	.	.	.	1866 <i>Napoléon III</i> (Fr.) 61-7
First U.S. iron screw steamer	.	.	.	1866 <i>Mississippi</i> 23-4d
Last wooden screw steamer	.	.	.	1867 <i>Ontario</i> (U.S.) 69-1
First steam steering gear <sup>8</sup>	.	.	.	1867 <i>Great Eastern</i> (Br.) 56-1
Last crossing by Cunard wooden paddle steamer	.	.	.	1867 <i>Africa</i> (Br.) 10-12
First twin-screw steamer <sup>9</sup>	.	.	.	1868 <i>Washington</i> (Fr.) 61-1
First steamer built with steam steering gear	.	.	.	1869 <i>City of Brussels</i> (Br.) 24-21
First iron steamer to be lengthened	.	.	.	1869 <i>City of Washington</i> (Br.) 24-6
First compound engines <sup>10</sup>	.	.	.	1870 <i>Holland</i> (Br.) 60-1
First steamer built with ditto <sup>10</sup>	.	.	.	1870 <i>Batavia</i> (Br.) 10-45
First compound engines in steamer designed for N. Atlantic	.	.	.	1870 <i>Wisconsin</i> (Br.) 67-8
First White Star steamer	.	.	.	1871 <i>Oceanic</i> (Br.) 73-1

(1) Was not built for N. Atlantic trade but made one voyage therein in 1854.

(2) Apart from *Great Britain* which in 1851 was refitted with two funnels arranged abreast.

(3) They were, in fact, stove-pipes rather than funnels, arranged two abreast.

(4) In 1859 became Atlantic Royal Mail S.N. Co. Usually known as Galway Line.

(5) Apart from an experimental voyage by *City of Manchester* a few weeks earlier.

(6) Chartered by Allan Line from Cunard Line.

(7) *Panama* of C.G.T. was completed after *Napoléon III* but did not run on N. Atlantic as a paddle steamer.

(8) *Great Eastern*, whose maiden voyage took place in 1860, was fitted with steam steering gear in 1867, when she made one further N. Atlantic voyage.

(9) Built 1864 as an iron paddle steamer.

(10) Apart from *Brandon* of 1854 (*q.v.*).



APPENDIX D—"FIRSTS" AND "LASTS"—*continued*

			Chapter
First amidships dining saloon	1871	<i>Oceanic</i> (Br.)	73-1
First Norwegian line	1871	Norse American Line	74
First Norwegian steamer	1871	<i>St. Olaf</i>	74-1
First gas lighting	1872	<i>Adriatic</i> (Br.)	73-5
Last crossing by paddle steamer	1876	<i>Scotia</i> (Br.)	10-34
First electric light (external only)	1876	<i>Amérique</i> (Fr.)	61-4
First Italian line	1877	I. & V. Florio	93
First electric light (internal)	1879	<i>City of Berlin</i> (Br.)	24-25
First British steamer with electric light		ditto	
First steel steamer	1880	<i>Buenos Ayrean</i> (Br.)	40-36
First steel steamer on New York route	1880	<i>Assyrian Monarch</i> (Br.)	101-1
First bilge keels	1881	<i>Parisian</i> (Br.)	40-38
First three-funnelled steamer	1881	<i>City of Rome</i> (Br.)	24-26
First steamer lighted throughout by electricity	1881	<i>Servia</i> (Br.)	10-54
First twin-screw steamer, built as such <sup>1</sup>	1883	<i>Ludgate Hill</i> (Br.)	111-1
First triple-expansion engines <sup>2</sup>	1884	<i>Martello</i> (Br.)	88-14
First passenger liner with ditto	1886	<i>Aller</i> (Ger.)	53-43
First British ditto	1887	<i>Lake Ontario</i>	89-8
First forced draught	1887	<i>Ohio</i> (U.S.)	85-2
First express twin-screw steamer	1888	<i>City of New York</i> (Br.)	24-28
First steamer to exceed 10,000 tons <sup>3</sup>		ditto	
First quadruple-expansion engines	1888	<i>Phoenician</i> (Br.)	40-19
First steamer built with ditto	1893	<i>Southwark</i> (Br.)	85-11
First "en suite" rooms <sup>4</sup>	1893	<i>Campania</i> (Br.)	10-61
First single berth cabins, built as such		ditto	
First four-funnelled steamer <sup>5</sup>	1897	<i>Kaiser Wilhelm der Grosse</i> (Ger.)	53-67
First German "Blue Riband" holder		ditto	
First remote-controlled watertight doors		ditto	
First ship-to-shore wireless telegraphy	1899	<i>St. Paul</i> (U.S.)	85-14
First ocean newspaper		ditto	
First steamer to exceed <i>Great Eastern</i> in length	1899	<i>Oceanic</i> (Br.)	73-16
First steamer to exceed 20,000 tons	1901	<i>Lake Champlain</i> (Br.)	118-35
First permanent wireless			

First steamship to exceed 20,000 tons	ditto	in tonnage	1901 <i>Celtic</i> (Br.)	118-35
First permanent wireless set			1905 <i>Victorian</i> (Br.)	40-67
First steam turbines			ditto	
First triple-screw steamer			1905 <i>Amerika</i> (Ger.)	46-83
First <i>à la carte</i> restaurant			1906 <i>Cassandra</i> (Br.)	94-22
First "cabin" steamer to be built as such <sup>6</sup>			1906 <i>Empress of Britain</i> (Br.)	126-16
First "Empress" steamer			1907 <i>Lusitania</i> (Br.)	10-71
First quadruple-screw steamer			ditto	
First steamer to exceed 30,000 tons			ditto	
First British four-funnelled steamer			1909 <i>Laurentic</i> (Br.)	73-26
First combination of reciprocating engines and turbines			1911 <i>Olympic</i> (Br.)	73-28
First steamer to exceed 40,000 tons			1913 <i>Imperator</i> (Ger.)	46-90
First steamer to exceed 50,000 tons			1913 <i>California</i> (Dan.)	122
First motor ship (cargo)			1914 <i>Mississippi</i>	107
First British motor ship (cargo)			1914 <i>Aquitania</i> (Br.)	10-80
Last four-funnelled steamer <sup>7</sup>			1914 <i>Transylvania</i>	10-81
First geared turbines			1925 <i>Gripsholm</i> (Swed.)	144-3
First passenger motor ship			1927 <i>Île de France</i> (Fr.)	61-44
First gravity lifeboats			1928 <i>Duchess of Bedford</i> (Br.)	126-42
First H. & C. in all cabins of three-class ship			1935 <i>Normandie</i> (Fr.)	61-47
First steamer to exceed 80,000 tons			1936 <i>Queen Mary</i>	10-106
First British steamer ditto			1949 <i>Aquitania</i> (Br.)	10-80
Last four-funnelled steamer in service			{ — <i>Queen Mary</i> (Br.)	10-106
Last three-funnelled steamers in service			{ — <i>Empress of Scotland</i> (Br.)	126-48

(1) Built 1882.

(2) *Yeddo*, *Bassano* and *Rosario* of Wilson Line all preceded *Martello* but were not built for the North Atlantic trade.

(3) Apart from *Great Eastern*.

(4) *Aurania* of 1883 had two "bridal suites", but these did not come into the same category.

(5) Apart from the freak steamer *Ericsson* of 1855 (*q.v.*).

(6) The accommodation was referred to as "second class". It was not until 1918-19 that the description "cabin" was officially adopted. (In 1905 the *Athenia* (built 1904) was fitted out in a similar way.)

(7) Apart from White Star *Britannic* (launched 1914), which never ran on N. Atlantic.



## APPENDIX E

NORTH ATLANTIC PASSENGER SERVICES  
OPERATING IN 1955

	Chapter		Page
1	10	Cunard Line .....	13
2	46	Hamburg American Line .....	111
3	48	Anchor Line .....	136
4	53	Norddeutscher Lloyd .....	167
5	61	Compagnie Générale Transatlantique	207
6	63	Furness-Warren Line .....	226
7	84	Holland America Line .....	294
8	94	Donaldson Line .....	341
9	124	Compañía Trasatlantica Española	427
10	126	Canadian Pacific .....	436
11	142	Norwegian America Line .....	480
12	144	Swedish American Line .....	484
13	146	American Export Lines .....	488
14	158	United States Lines .....	507
15	162	American President Lines .....	521
16	168	"Italia" .....	531
17	169	Greek Line .....	535
18	171	Yugoslav Line .....	538
19	172	Khedivial Mail Line.....	539
20	173	Home Lines .....	540
21	175	Arosa Line .....	543
22	176	Zim Lines .....	545
23	177	Flotta Lauro .....	546
24	178	Oranje Line .....	546
25	179	"Sitmar" .....	547
26	180	National Hellenic American Line .....	548
27	181	Europe-Canada Line .....	549

# INDEX OF COMPANIES

	Chapter	Page
Adamson & Ronaldson Line	97	361
Adler Linie	86	319
African Steamship Co.—see Elder Dempster		
Allan Line	40	83
Allan Line Steamship Co. Ltd.	40	83
Allan-State Line	—	91
American & Colonial Steam Navigation Co.	2	2
American Export Lines	146	488
American Line	85	307
American Merchant Lines	163	524
American President Lines	162	521
American Scantic Line	164	524
American Steamship Company	69	241
Anchor-Donaldson Line—see Donaldson		
Anchor Line	48	136
Arosa Line	175	543
Atlantic Royal Mail Steam Navigation Co.—see Galway Line		
Atlantic Steam Navigation Co.—see Galway Line		
Atlantic Transport Line	107	387
Austrian Lloyd—see Lloyd Austriaco		
Baltic American Line	154	499
Baltic Steamship Corporation of America	150	494
Baltimore & Liverpool Steamship Co.	64	233
Baltimore Mail Steamship Company	166	528
Baltischer Lloyd	77	275
Barrow Steamship Company	—	142
Beaver Line	89	326
Beaver Line Associated Steamers Ltd.	89	326
Belgian Royal Mail S.N. Co.—see Compagnie Transatlantique Belge		
Belgian Transatlantic S.N. Co.—see Compagnie Transatlantique Belge		
Bernstein Line	167	529
Black Ball Line	—	53
Bordeaux Line—see Compagnie Bordelaise		
Boston, London & Antwerp Steamship Line	92	337
Bremen-Amerika Linie	—	181
British & African Steamship Co.—see Elder Dempster		
British & American Southern S.N. Co.	58	198
British & American Steam Navigation Co.	5	4
British & American Steam Navigation Co. (1864-66)	58	198
British Colonial Steamship Co.	62	223
British & Irish Transatlantic S.P. Co.	54	192
British & North American R.M.S.P. Co.—see Cunard Line		
British & North Atlantic S.N. Co. Ltd.—see Dominion Line		
British Shipowners Co.	—	308
Byron Line	138	472
Canada & Newfoundland Steamship Line	119	418
Canada Shipping Co. Ltd.—see Beaver Line		
Canadian Northern Steamships Ltd.	140	477
Canadian Pacific	126	436
Canadian Steam Navigation Co.	34	77



	Chapter	Page
Canadian Steamship Co. ....	123	426
Carr Line ....	104	372
Carr-Union Line ....	—	115
City of Dublin Steam Packet Co. ....	7	11
Clyde Screw Steam Packet Co. ....	36	80
Collins Line ....	20	55
Compagnie Bordelaise de Navigation à Vapeur ....	103	371
Compagnie Commerciale de Transports à Vapeur.....	109	397
Compagnie Française de Navigation à Vapeur—see Fabre Line		
Compagnie Franco-Américaine ....	44	108
Compagnie Générale de Navigation à Vapeur—see Fabre Line		
Compagnie Générale Transatlantique ....	61	207
Compagnie Nationale de Navigation ....	115	403
Compagnie Transatlantique Belge ....	43	107
Compañía Internacional Transportadora—see Arosa Line		
Compañía Marítima del Este—see Greek Line		
Compañía Trasatlántica Española ....	124	427
Compañía Trasmediterranea ....	149	494
Cosulich ....	147	491
Cunard Steam Ship Co. Ltd. ....	10	13
Cunard-White Star Ltd. ....	10	13
Dampskibs Selskabet "Thingvalla"—see Thingvalla Line		
Danmark Amerika Linien ....	182	549
Deutsche Nordatlantik Linie ....	—	126
Deutsche Transatlantische Dampfschiffahrts—see Adler Linie		
Dollar Steamship Line ....	162	521
Dominion Line ....	72	243
Donaldson Line ....	94	341
Donaldson Atlantic Line ....	94	341
Eagle Line—see Adler Linie		
East Asiatic Company ....	170	537
Elder Dempster Line ....	118	406
Ellerman's Wilson Line ....	—	324
Empresa Insulana de Navegação ....	114	402
Engels Line ....	90	330
Europe-Canada Line ....	181	549
European & American Steam Shipping Co. ....	50	159
Export Steamship Corporation—see American Export Lines		
Fabre Line ....	106	382
Fernie Brothers—see "Guion & Co's Line"		
I. & V. Florio ....	93	338
Flotta Lauro ....	177	546
Forenede Dampskibs Selskab, Det.—see Scandinavian American		
French Line—see Compagnie Générale Transatlantique		
W. A. Fritze & Co. and Karl Lehmkuhl ....	—	79
Furness Line ....	95	349
Furness-Allan Line ....	—	92
"Furness-Warren Line"—see Warren Line		
Galway Line ....	52	160
Gdynia America Line ....	165	526
General Screw Steam Shipping Co. ....	38	81
General S.N. Co. of Greece—see Greek Line		
Gibbs, Bright & Co. ....	—	10
Glasgow & New York Steam Ship Co. ....	27	72
Great Eastern Co. ....	—	195
Great Ship Co. ....	56	193
Great Western Steam Ship Co. ....	6	8
Great Western Steamship Line ....	75	272
Greek Line ....	169	535

	Chapter	Page
Guion Line (or "Guion & Co's Line")	57	196
Guion Line	67	235
Halifax (Nova Scotia), St. John's (Newfoundland), London & Liverpool Line of Steamers	—	418
Halifax Steam Navigation Co.	113	401
Hamburg American Line	46	111
Hamburg Amerikanische Paketfahrt A.G.	46	111
Handysides & Henderson—see Anchor Line		
Hapag-Lloyd Union	—	125
Hellenic Transatlantic S.N. Co.	137	471
Henderson Brothers—see Anchor Line		
Heroult & De Handel	17	52
Hill Line—see Twin Screw Line		
Holland America Line	84	294
Home Lines	173	540
Hughes Line	87	320
Huntington Line	116	404
Inces Compañia de Navegacion	174	542
Inman Line	24	61
Inman & International Steamship Co.	24	61
Inman Steamship Co. Ltd.	24	61
International, Inman & American Line	—	309
International Mercantile Marine Co. } see American Line		
International Navigation Company } Red Star Line		
"Italia"	136	469
"Italia"	168	531
Johnston-Warren Lines Ltd.—see Warren Line		
Jugoslavenska Linijaska Plovidba—see Yugoslav Line		
Khedivial Mail Line	172	539
King Line of Steamers	98	364
Koninklijke Nederlandsche Stoomboot Maatschappij		
—see Royal Netherlands S.S. Co.		
La Veloce—see Veloce, La		
Lauro Line—see Flotta Lauro		
Leyland Line	91	332
Liverpool & Charleston Steamship Line	70	242
Liverpool & Great Western S.S. Co.—see Guion Line		
Liverpool & Mississippi S.S. Co.—see Dominion Line		
Liverpool & Montreal Steamship Line	76	274
Liverpool, Newfoundland & Halifax S.N. Co.	47	136
Liverpool, New York & Philadelphia S.S. Co.—see Inman Line		
Liverpool & Philadelphia Steam Ship Co.—see Inman Line		
Lloyd Austriaco	108	396
Lloyd Italiano	128	456
Lloyd Sabaudo	132	462
London & Canada Steamship Line	51	160
London & New York Steamship Line	59	199
London, Liverpool & North American Screw Steam Ship Co.	—	77
Mediterranean & New York Steamship Co.	96	360
Milford Line	71	242
Mississippi & Dominion S.S. Co.—see Dominion Line		
Monarch Line	101	368
Montreal Ocean Steam Ship Co.—see Allan Line		
Moraitis D.G.	133	465
National Hellenic American Line	180	548
National Line	60	201
National Steam Navigation Co. of Greece	138	472
Navigazione Generale Italiana	105	373
Navigazione Libera Triestina	160	519



	Chapter	Page
Nederlandsch-Amerikaansche Stoomvaart Maatschappij —see Holland America Line		
Netherlands Government	—	301
New England Ocean Steamship Co.	28	74
New York & Bremen Steamship Co.	68	240
New York & Continental Line	135	468
New York & Galway Steamship Co.	26	72
New York & Havre Steam Navigation Co.	23	59
New York & Liverpool U.S.M.S.S. Co.—see Collins Line		
New York-Naples Steamship Co.	161	520
Norddeutscher Lloyd	53	167
Norse American Line	74	271
Norske Amerikalinje, Den—see Norwegian America Line		
North American Lloyd	65	234
North American Steamship Co.	—	168
North Atlantic Steam Navigation Co.	49	158
North Atlantic Steamship Company	55	192
North German Lloyd—see Norddeutscher Lloyd		
Northwest Transport Line	—	469
Norwegian America Line	142	480
Ocean Steam Navigation Co.	16	50
Ocean Steamship Company of New England—see New England Ocean		
Ocean Transport Co.—see Elder Dempster		
Oceanic Steam Navigation Co. Ltd.—see White Star Line		
Oranje Line	178	546
Østasiatiske Kompagni, Det—see East Asiatic Co.		
Ottoman-America Line	153	498
Phoenix Line	—	323
Plate, Reuchlin & Co.	82	283
Polish American Navigation Corporation	152	498
Polish Navigation Co.	159	518
Polish Ocean Lines	} see Gdynia America Line	
Polskie Transatlantyczne		
Prince Line	121	422
Puritan Line	97	361
Red Cross Line	—	50
Red Star Line	83	284
Roland Line	—	172
W. H. Ross & Co.—see Thistle Line		
Wm. Ross & Co.—see King Line		
Royal Line—see Canadian Northern		
Royal Exchange Shipping Co.—see Monarch Line		
Royal Mail Steam Packet Co.	157	504
Royal Netherlands Steamship Co.	102	369
Russian American Line	131	459
Russian East Asiatic S.S. Co.	131	459
Russian Volunteer Fleet	130	458
St. George Steam Packet Co.	—	9
Scandinavian American Line	122	423
Sicula Americana	134	465
"Sitmar"	179	547
Società Italiana Trasporti Marittimi	179	547
Sloman Line	22	59
Société Anonyme de Navigation Belge-Américaine—see Red Star		
Société des Affréteurs du Great Eastern	—	195
Société Postale Française de l'Atlantique	110	397
South Wales Atlantic Steamship Co.	81	282
State Line	79	279
State Steamship Co. Ltd.	79	279

	Chapter	Page
Svenska Amerika Linien	144	484
Swedish American Line	144	484
Temperley Line	62	223
Thingvalla Line	100	366
Thistle Line of Steamers	99	365
Thomson Line	139	475
Transatlantic General S.P. Co.—see Heroult & de Handel		
Transatlantic Shipping Corporation—see Greek Line		
Transatlantic Steam Ship Co.	8	11
Transatlantica	32	76
Transatlantica Italiana	143	483
Transoceanica	145	487
Transportes Maritimos do Estado	155	500
Twin Screw Line	111	398
Union Steamship Co.	112	400
Unione Austriaca	127	453
United American Lines	156	501
United States & United Kingdom Steamship Line	66	235
United States Lines	158	507
United States Mail Steamship Co.	151	495
United Steamship Co. Ltd.—see Scandinavian American Line		
Uranium Steamship Co.	141	478
Vanderbilt Line	41	104
Vanderbilt European Line	41	104
Veloce, La	125	433
Victoria Line	80	282
Ward Line	148	493
Warren Line	63	226
White Cross Line	78	276
White Diamond S.S. Co.—see Warren Line		
White Star-Dominion Line—see Dominion Line		
White Star Line	73	253
Wilson-Furness Line	—	323
Wilson-Hill Line	117	405
Wilson Line	88	321
Wilson's & Furness-Leyland Line	120	419
Yugoslav Line	171	538
Zim Lines	176	545
Zotti Line	129	457





## INDEX OF SHIPS

	Text page	Fleet List page		Text page	Fleet List page
<i>A. Lopez</i> .....	427	—	<i>Albania</i> .....	435	—
<i>Abana</i> .....	410,415	—	<i>Albany</i> .....	219	—
<i>Abbassieh</i> .....	423	—	<i>Albany</i> (Dom.) .....	248,260,268	—
<i>Abbotsford</i> (R.S.) .....	284,307	290	<i>Albany</i> (C.P.) .....	436	—
<i>Abbotsford</i> (Am.) .....	285,290,307,308	—	<i>Albert Ballin</i> .....	123,126,502	134
<i>Aberdeen</i> .....	436	—	<i>Alberta</i> .....	248,260,268	—
<i>Abessinia</i> .....	—	132	<i>Albertic</i> .....	264,506	270
<i>Abyssinia</i> (Cun.) .....	18,19,238,240,436	39	<i>Alcantara</i> .....	506	—
<i>Abyssinia</i> (Gui.) .....	39,238	240	<i>Alcides</i> .....	342,343	347
<i>Acadia</i> (Cun.) .....	6,13,14,79	35	<i>Aleppo</i> .....	—	38
<i>Acadia</i> (Anc.) .....	139	152	<i>Alesia</i> (Hapag.) .....	118	131
<i>Acadian</i> .....	98	—	<i>Alesia</i> .....	133	—
<i>Achilles</i> .....	83	—	<i>Alesia</i> .....	220	—
<i>Achilles</i> (B.C.) .....	223	—	<i>Alesia</i> (I) (Fab.) .....	383	385
<i>Achilles</i> (L.A.) .....	396	—	<i>Alesia</i> (II) (Fab.) .....	384,451	386
<i>Acilia</i> .....	—	132	<i>Alexander Elder</i> .....	407-409	414
<i>Adalia</i> .....	242	—	<i>Alexandra</i> (A.T.L.) .....	389,421	393
<i>Adelaide</i> .....	162	166	<i>Alexandra</i> (W.F.L.) .....	389,393,420	421
<i>Adelina Corvaja</i> .....	357	—		421	
<i>Adler</i> .....	167	—	<i>Alexandra</i> (S.A.L.) .....	424	—
<i>Adria</i> .....	118	130	<i>Alexandre Smyers</i> .....	278	—
<i>Adrian</i> .....	126	—	<i>Alexandria</i> (Hapag.) .....	—	132
<i>Adriatic</i> (Cun.) .....	29	46	<i>Alexandria</i> (Anc.) .....	140	153
<i>Adriatic</i> (Col.) .....	56,57,163,166,192	58	<i>Alfonso XII</i> (I) .....	427	—
<i>Adriatic</i> .....	110	—	<i>Alfonso XII</i> (II) .....	428	—
<i>Adriatic</i> (Gal.) .....	58,163-165,192	166	<i>Alfonso XII</i> (III) .....	186,429	—
<i>Adriatic</i> (N.A.S.) .....	58,192	—	<i>Alfonso XIII</i> (I) .....	428,429	—
<i>Adriatic</i> (I) (W.S.) .....	254,257	266	<i>Alfonso XIII</i> (II) .....	133,430	432
<i>Adriatic</i> (II) (W.S.) .....	29,46,120,	268	<i>Alfonso XIII</i> (III) .....	430	432
	259-263,265,267		<i>Alga</i> .....	519	—
<i>Aeolus</i> .....	188	—	<i>Algeria</i> (Cun.) .....	18,19,285,291,310,	39
<i>Africa</i> (Cun.) .....	14,18	36		312	
<i>Africa</i> (Car.) .....	372	373	<i>Algeria</i> (I) (Anc.) .....	146	156
<i>African</i> .....	69,365	—	<i>Algeria</i> (II) (Anc.) .....	148,149	157
<i>Agamemnon</i> .....	83	—	<i>Ali Saib Pasha</i> .....	274	—
<i>Agamemnon</i> .....	189	—	<i>Alicante</i> (I) .....	427	—
<i>Agamemnon</i> .....	496,507	—	<i>Alicante</i> (II) .....	428	—
<i>Aisne</i> .....	516	—	<i>Alice</i> .....	386,453	455
<i>Ajax</i> .....	83	—	<i>Allegany</i> .....	233	234
<i>Ak-Deniz</i> .....	186	—	<i>Allemannia</i> .....	113,115	127
<i>Alabama</i> (B.A.S.) .....	199	—	<i>Aller</i> .....	171,174	185
<i>Alabama</i> (Sta.) .....	101,279	281	<i>Alma</i> .....	109	109
<i>Alabama</i> (S.A.L.) .....	424	—	<i>Almora</i> .....	344,345	—
<i>Alaska</i> .....	49	—	<i>Alps</i> (Cun.) .....	15,16	36
<i>Alaska</i> (Gui.) .....	204,238,428	240	<i>Alps</i> .....	277,278	—
<i>Alaunia</i> (I) .....	23	42	<i>Alsatia</i> (Cun.) .....	34	—
<i>Alaunia</i> (II) .....	27	46	<i>Alsatia</i> (Anc.) .....	142	154
<i>Albania</i> (I) (Cun.) .....	23,326,477	42	<i>Alsatian</i> (All.) .....	94,95,439,450	103
<i>Albania</i> (II) (Cun.) .....	26-28,519	44	<i>Alsatian</i> (C.P.) .....	103,439,440,450	—



	Text page	Fleet List page		Text page	Fleet List page
<i>Alvarez Cabrel</i> .....	423	—	<i>Andania (I)</i> .....	23	42
<i>Amarynthia</i> .....	343	347	<i>Andania (II)</i> .....	27,31	45
<i>Amazzone</i> .....	183	—	<i>Andes (Cun.)</i> .....	15	36
<i>Ambria</i> .....	—	131	<i>Andes</i> .....	277,278	--
<i>Amedeo</i> .....	379	—	<i>Andrea Doria</i> .....	533	534
<i>America (Cun.)</i> .....	14,86,97	35	<i>Andria</i> .....	34	—
<i>America (All.)</i> .....	35,86	97	<i>Anglia (I) (Anc.)</i> 139,140,143,144		153
<i>America (N.D.L.)</i> .....	168,169	182	<i>Anglia (II) (Anc.)</i> .....	146	155
<i>America (I) (Nat.)</i> .....	145,204	207	<i>Anglia (Gal.)</i> .....	163,164	166
<i>America (II) (Nat.)</i> .....	205,390	—	<i>Anglian</i> .....	421	—
<i>America</i> .....	230	—	<i>Anglo-Norse</i> .....	415,447	—
<i>America (Car.)</i> .....	372	—	<i>Anglo Saxon</i> .....	84,85	96
<i>America (N.G.I.)</i> .....	376,434,435	381	<i>Angloman (War.)</i> .....	228,229,246	232
<i>America (Fab.)</i> .....	384	385	<i>Angloman (Dom.)</i> .....	246	—
<i>America (L.V.)</i> .....	376,381,434	435	<i>Anna Strouwig</i> .....	129	—
<i>America (U.S.M.)</i> 133,496,507,514		497	<i>Anson</i> .....	146,154	—
<i>America (I) (U.S.L.)</i> .....	133,497, 514		<i>Antelope</i> .....	158	158
<i>America (II) U.S.L.)</i> .....	511-514	518	<i>Antigone</i> .....	189,495,496,514	497
<i>American</i> .....	259,335	—	<i>Antilles</i> .....	217	—
<i>American Banker (I) (U.S.L.)</i> 511, 516			<i>Antonia</i> .....	27	45
.....	524,543		<i>Antonina</i> .....	470	—
<i>American Banker (II) (U.S.L.)</i> 512	—		<i>Antonio Lopez (I)</i> .....	427	—
<i>American Banker (A.M.L.)</i> 516, .....	524,543,544		<i>Antonio Lopez (II)</i> .....	429,430	432
<i>American Farmer (I) (U.S.L.)</i> 524	516		<i>Antwerp City</i> .....	352	358
<i>American Farmer (II) (U.S.L.)</i> 512	—		<i>Aquila</i> .....	382,533	—
<i>American Farmer (A.M.L.)</i> 516,524	—		<i>Aquila</i> .....	433	—
<i>American Importer</i> .....	510,524	517	<i>Aquitania</i> .....	24-26,29-31,33	43
<i>American Merchant (I) (U.S.L.)</i> 524	516		<i>Arab</i> .....	401	401
<i>American Merchant (II) (U.S.L.)</i> .....	512		<i>Arabia (I) (Cun.)</i> .....	15	36
<i>American Merchant (A.M.L.)</i> 509, .....	516,524		<i>Arabia (II) (Cun.)</i> .....	15,35	36
<i>American Shipper (I) (U.S.L.)</i> 524	517		<i>Arabia (III) (Cun.)</i> .....	32,34	—
<i>American Shipper (II) (U.S.L.)</i> 512	—		<i>Arabia (Hapag.)</i> .....	118	131
<i>American Shipper (A.M.L.)</i> 517,524	—		<i>Arabian</i> .....	239	—
<i>American Trader (U.S.L.)</i> .....	524	517	<i>Arabic (I) (W.S.)</i> .....	256,296,303	266
<i>American Trader (A.M.L.)</i> 517,524	—		<i>Arabic (II) (W.S.)</i> 259,261,262,394		267
<i>American Traveler</i> .....	510,524	517	<i>Arabic (III) (W.S.)</i> 190,263,265, .....	289,293	269
<i>Amerika (Hapag.)</i> 120,122,259,496, .....	133		.....	269,289	293
.....	497,514		<i>Arago (N.Y.H.)</i> .....	60,240	61
<i>Amerika (Thi.)</i> .....	266,367	367	<i>Arago (N.Y.B.)</i> .....	240	—
<i>Amerika (E.A.)</i> .....	537	—	<i>Aragonia</i> .....	—	131
<i>Amérique</i> .....	209,210	218	<i>Arawa (E.D.)</i> .....	412,428	416
<i>Ammiraglio Bettolo</i> .....	483	—	<i>Arawa</i> .....	529,530	—
<i>Amphion</i> .....	188	—	<i>Arcadia</i> .....	118,122	131
<i>Amsteldijk</i> .....	297	—	<i>Archer</i> .....	529	—
<i>Amsterda</i> .....	303	—	<i>Archimede (Flo.)</i> .....	339,373,379	340
<i>Amsterdam (I) (H.A.)</i> .....	295	302	<i>Archimede (N.G.I.)</i> 340,374,375		379
<i>Amsterdam (II) (H.A.)</i> 296,297,316		303	<i>Archimedes</i> .....	9	—
<i>Amsterdam</i> .....	69,73,363	—	<i>Arconia</i> .....	460,473	461
<i>Anapo</i> .....	416	—	<i>Arctic (Col.)</i> .....	55,56	57
<i>Anchoria</i> .....	143,146,147	154	<i>Arctic (W.S.)</i> .....	254,266	—
<i>Ancona</i> .....	131	—	<i>Argentina (S.A.L.)</i> .....	425	—
<i>Ancona (It.)</i> .....	470	471	<i>Argentina (C.T.E.)</i> .....	430	432
<i>Andalusia</i> .....	118	130	<i>Argentina (L.V.)</i> .....	434	—
			<i>Argentina (U.A.)</i> 453,454,491,492		455
			<i>Argentina (Cos.)</i> .....	455,491	492
			<i>Argentina (Hom.)</i> 482,540,541,545		542

	Text page	Fleet List page		Text page	Fleet List page
<i>Argentina</i> .....	525	—	<i>Athenia</i> (II) (Don.)	27,45,150,345, 346	348
<i>Argo</i> (E. & A.) .....	159,166	159	<i>Athesia</i> .....	—	132
<i>Argo</i> (Gal.) .....	159,162	166	<i>Athinai</i> (Mor.) .....	465,471,474	465
<i>Argus</i> .....	462,464	—	<i>Athinai</i> (Hel.) .....	465,471,472,474	—
<i>Ariel</i> (N.Y.B.) .....	240,241	—	<i>Athinai</i> (N.S.N.) .....	465,471,472	474
<i>Ariel</i> (Van.) .....	104,105,240	105	<i>Atholl</i> .....	327	—
<i>Arizona</i> .....	70,316	—	<i>Atlanta</i> .....	468,469	—
<i>Arizona</i> (Gui.)	20,171,204,237,238	240	<i>Atlantian</i> .....	336	—
<i>Arizona</i> (S.A.L.) .....	424	—	<i>Atlantic</i> (Col.)	55-57,72,192,234, 240,241	57
<i>Arkansas</i> (I) .....	424	—	<i>Atlantic</i> (N.A.S.) .....	57,192	—
<i>Arkansas</i> (II) .....	425	—	<i>Atlantic</i> (N.A.L.) .....	57,234	—
<i>Arla</i> .....	357	—	<i>Atlantic</i> (N.Y.B.) .....	57,234,240	241
<i>Armenia</i> .....	118,122	131	<i>Atlantic</i> (W.S.) .....	209,254,255	266
<i>Armenian</i> (W.S.) .....	259,335,336	267	<i>Atlantic</i> (Hom.) .....	540,541,548	542
<i>Armenian</i> (Ley.)	259,267,333-335	336	<i>Atlantica</i> .....	128	—
<i>Armonia</i> .....	186	—	<i>Atlantico</i> .....	402	—
<i>Arona</i> .....	475,476	—	<i>Atlantique</i> .....	209	218
<i>Arosa Kulm</i> .....	516,543,544	544	<i>Atlas</i> (Cun.) .....	—	37
<i>Arosa Star</i> .....	544	544	<i>Atlas</i> (Inm.) .....	—	71
<i>Arosa Sun</i> .....	544	544	<i>Atlas</i> (B.C.).....	223	—
<i>Arragon</i> (L. & C.) .....	242	—	<i>Atrato</i> .....	363	—
<i>Arragon</i> (G.W.S.) .....	242,272	273	<i>Audacious</i> .....	178,190,262,268	—
<i>Artemis</i> .....	232	—	<i>Audacious</i> .....	455,492	—
<i>Artemisia</i> .....	—	132	<i>Augusta Victoria</i> .....	116,117	129
<i>Artifex</i> .....	45	—	<i>Auguste André</i> .....	277	278
<i>Artois</i> .....	232,355,359	—	<i>Auguste Victoria</i> .....	118,120	129
<i>Arundel</i> .....	22	—	<i>Augustus</i> (N.G.I.)	377,378,531,534	382
<i>Arundel Castle</i> .....	460,461,498	—	<i>Augustus</i> (I) (Ita.)	382,531,532	534
<i>Asahi Maru</i> .....	483	—	<i>Augustus</i> (II) (Ita.).....	533	—
<i>Ascania</i> (I) .....	23,477	42	<i>Aurania</i> (I) .....	20-22	40
<i>Ascania</i> (II).....	27,32,33	45	<i>Aurania</i> (II) .....	23	43
<i>Asia</i> (I) (Cun.) .....	14	36	<i>Aurania</i> (III) .....	27	45
<i>Asia</i> (II) (Cun.) .....	32,34	—	<i>Aurelia</i> .....	452	—
<i>Asia</i> (U.S.K.) .....	235	—	<i>Ausonia</i> (I) .....	23,477	42
<i>Asia</i> (Car.) .....	372	373	<i>Ausonia</i> (II) .....	27	45
<i>Asia</i> (Fab.) .....	384,455	386	<i>Austral</i> .....	145	155
<i>Asiatic</i> .....	254,255	—	<i>Australasian</i> (Cun.) .....	17,18	37
<i>Aspenleaf</i> .....	103,418,448	—	<i>Australasian</i> (All.) .....	—	102
<i>Assam</i> .....	184	—	<i>Australia</i> (Hapag.)	115,372,373	129
<i>Assaye</i> (Bea.) .....	410,414	329	<i>Australia</i> (Anc.)	139,140,143-145	153
<i>Assaye</i> (E.D.) .....	329,408-410	414	<i>Australia</i> (Car.) .....	115,129,372	373
<i>Assyria</i> (Cun.) .....	34	—	<i>Australian</i> .....	15	—
<i>Assyria</i> (Hapag.) .....	—	131	<i>Austria</i> .....	85,112	127
<i>Assyria</i> (I) (Anc.) .....	140,144	153	<i>Austrian</i> .....	86,90	98
<i>Assyria</i> (II) (Anc.) .....	148,149	157	<i>Averill</i> .....	349,350	357
<i>Assyrian</i> .....	90,368	100	<i>Avlona</i> .....	475	—
<i>Assyrian Monarch</i> .....	90,100,368	368	<i>Avoca</i> .....	43,468,469,479	469
<i>Astarte</i> .....	341,342	—	<i>Avon</i> (B.C.) .....	223	—
<i>Astoria</i> .....	102,147,428	156	<i>Avon</i> (R.M.) .....	505	—
<i>Asturia</i> .....	—	131			
<i>Asturias</i> .....	505,506	—			
<i>Atalanta</i> (L.N.Y.) .....	199,320	200			
<i>Atalanta</i> (Hug.) .....	200,320	—			
<i>Atchison Victory</i> .....	539	—			
<i>Atheling</i> .....	546	—			
<i>Athenia</i> (Cun.) .....	27,345	45			
<i>Athenia</i> (I) (Don.)	94,148,344,345	348			
			<i>Bahriahmer</i> .....	187	—
			<i>Balbec</i> .....	—	36
			<i>Balmes</i> .....	416	—



	Text page	Fleet List page		Text page	Fleet List page
<i>Baltic</i> (Col.)	16,55,57,234,240,241	57	<i>Belgic</i> (I)	254-256	266
<i>Baltic</i> (Inm.)	66	70	<i>Belgic</i> (II)	389,394	—
<i>Baltic</i> (N.A.L.)	57,234	—	<i>Belgic</i> (III)	287,292,395	—
<i>Baltic</i> (N.Y.B.)	57,234,240	241	<i>Belgic</i> (IV)	262,263,288,293	—
<i>Baltic</i> (I) (W.S.)	66,70,254,296,303	266	<i>Belgique</i>	108,167	108
<i>Baltic</i> (II) (W.S.)	259-262,265	268	<i>Belgravia</i> (Hapag.)	118	131
<i>Baltimore</i>	168	182	<i>Belgravia</i> (Anc.)	144,145	155
<i>Baltimore City</i>	351	358	<i>Bellona</i> (L.N.Y.)	199,320	200
<i>Baltrover</i>	232,359	—	<i>Bellona</i> (Hug.)	200,320	—
<i>Banfora</i>	385	—	<i>Bellona</i> (Tho.)	476	—
<i>Bangalore</i>	131	—	<i>Belsize</i>	273	—
<i>Bangor</i>	49	—	<i>Belton</i>	442,447	—
<i>Barbarossa</i>	35	—	<i>Belverdere</i> (U.A.)	454,491,492	455
<i>Barbarossa</i>	173-175,178	187	<i>Belvedere</i> (Cos.)	455,491	492
<i>Barcelona</i> (Hapag.)	131	—	<i>Benbrack</i>	200	—
<i>Barcelona</i> (Fur.)	354,419	359	<i>Bengalia</i>	118	—
<i>Barcelona</i> (C. & N.)	343, 354, 359, 418,475	—	<i>Benguella</i>	402	403
<i>Barcelona</i> (Tho.)	359,418,475	—	<i>Benicarlo</i>	68	—
<i>Barcelone</i>	79,109	109	<i>Berengaria</i>	26,29,30,134,263	44
<i>Barrosa</i>	414	—	<i>Berezan</i>	128	—
<i>Bassano</i>	322	—	<i>Bergensfjord</i> (I)	480,481,540,542, 545	482
<i>Batavia</i> (Cun.)	18,19,21,436	39	<i>Bergensfjord</i> (II)	482	482
<i>Batavia</i> (Inm.)	—	71	<i>Berlin</i> (Hapag.)	133	—
<i>Batavia</i> (Hapag.)	118,120,122,454, 455	132	<i>Berlin</i> (I) (N.D.L.)	168	182
<i>Batory</i>	526,527,537	528	<i>Berlin</i> (II) (N.D.L.)	177, 178, 263, 269,293	190
<i>Bavaria</i> (Hapag.)	112-114,244,250	127	<i>Berlin</i> (III) (N.D.L.)	179,180	191
<i>Bavaria</i> (Dom.)	114,127,244	250	<i>Berlin</i> (IV) (N.D.L.)	181,486	191
<i>Bavarian</i> (All.)	92,93	102	<i>Berlin</i> (R.S.)	286	291
<i>Bavarian</i> (Ley.)	333,352	—	<i>Berlin</i> (Am.)	70,286,291,309,311	316
<i>Bavarian</i> (Fur.)	352	—	<i>Bethania</i>	118	—
<i>Bay State</i> (I)	229	232	<i>Bhandara</i>	131	—
<i>Bay State</i> (II)	229	—	<i>Bird City</i>	525	—
<i>Bayern</i> (Hapag.)	123,501,502	134	<i>Birma</i>	460,498	461
<i>Bayern</i>	171	—	<i>Bisco 9</i>	157	—
<i>Bayramento</i>	132	—	<i>Bismarck</i>	26,46,121,122,263,270	134
<i>Beaverbrae</i>	446	452	<i>Bitterne</i>	399	400
<i>Beaverburn</i> (I)	443	—	<i>Black Arrow</i>	133,493	493
<i>Beaverburn</i> (II)	446	—	<i>Black Hawk</i>	133,493	—
<i>Beavercove</i>	446	—	<i>Bloshif N.5</i>	128	—
<i>Beaverdell</i>	446	—	<i>Blücher</i>	119,120,122,221	132
<i>Beaverford</i> (I)	445	—	<i>Blue Hen State</i> (U.S.M.)	495,508, 515,523	497
<i>Beaverford</i> (II)	446	—	<i>Blue Hen State</i> (U.S.L.)	497	—
<i>Beaverhill</i>	445	—	<i>Boadicea</i> (A.T.L.)	389,421,422	393
<i>Beaverlodge</i>	446	—	<i>Boadicea</i> (W.F.L.)	389,393,420, 421	422
<i>Behar</i>	109	—	<i>Bohemia</i> (I)	114,115	129
<i>Belem</i>	358	—	<i>Bohemia</i> (II)	232	—
<i>Belgenland</i> (I) (R.S.)	285,286,310, 312,317	291	<i>Bohemian</i> (All.)	84,85	96
<i>Belgenland</i> (II) (R.S.)	262, 288- 290,393	293	<i>Bohemian</i> (I) (Ley.)	333	—
<i>Belgenland</i> (Am.)	286,291,310,312	317	<i>Bohemian</i> (II) (Ley.)	334,335	337
<i>Belgia</i>	118	—	<i>Bolingbroke</i>	442	—
<i>Belgian</i> (All.)	86,127,249	98	<i>Bolivia</i> (Anc.)	142,143,146,147	154
<i>Belgian</i> (Dom.)	98,127	249	<i>Bolivia</i> (S.A.L.)	425	—
<i>Belgian King</i>	362,371	363	<i>Bolivian</i>	199	—

	Text page	Fleet List page		Text page	Fleet List page
<i>Bologna</i> (N.G.I.) .....	435	—	<i>British Empire</i> .....	43,380,479	—
<i>Bologna</i> (L.V.) .....	435,470	—	<i>British King</i> (Am.).....	296,303,308	316
<i>Bologna</i> (It.) .....	435,470	—	<i>British King</i> (Wil.).....	323	—
<i>Bonny</i> .....	406	—	<i>British Maple</i> .....	416,447	—
<i>Bordeaux</i> (C.G.T.) .....	212,325	—	<i>British Prince</i> (Am.) .....	308,310	316
<i>Bordeaux</i> (C.C.) .....	397	—	<i>British Prince</i> .....	380,471	—
<i>Borderer</i> (War.) .....	228	232	<i>British Princess</i> (Am.) .....	308,310	316
<i>Borderer</i> (W.F.L.) .....	420	—	<i>British Princess</i> .....	380	—
<i>Borinquen</i> .....	544	—	<i>British Queen</i> (B. & A.) .....	5-7,48	7
<i>Borussia</i> (Hapag.) 111-114,244,250	127	—	<i>British Queen</i> (Cun.) .....	16	—
<i>Borussia</i> (Dom.) .....	114,127,244	250	<i>British Queen</i> .....	7,48	—
<i>Bosnia</i> .....	118,122	—	<i>British Queen</i> (Inm.) .....	—	71
<i>Bosphorus</i> .....	226	230	<i>British Queen</i> (Anc.) .....	145	155
<i>Boston City</i> (Don.) .....	342	—	<i>British Queen</i> (Am.) 296,303,308,	458	316
<i>Boston City</i> (Fur.) .....	342,349,350	357	<i>British Queen</i> (Wil.) .....	323	—
<i>Bostonian</i> (Ley.) .....	333,334,420	—	<i>British Queen</i> (Fur.) .....	351	—
<i>Bostonian</i> (W.F.L.) 334,420,421	—	—	<i>Briton</i> .....	96	—
<i>Bothnia</i> .....	18-20,429	40	<i>Brooklyn</i> (Hapag.) .....	133	—
<i>Bovic</i> .....	256,335	—	<i>Brooklyn</i> (Dom.) .....	70,245	250
<i>Brabantia</i> .....	135,502,503	—	<i>Brooklyn</i> (Z) .....	303,457,458	—
<i>Braga</i> .....	384,455	386	<i>Brunette</i> .....	417	—
<i>Brandenburg</i> .....	175	188	<i>Bruton</i> .....	102,442,449	—
<i>Brandon</i> .....	18,82,203,205	83	<i>Buenos Aires</i> (C.T.E.) .....	428-430	431
<i>Brantford City</i> .....	349,350	357	<i>Buenos Aires</i> (L.V.) .....	433	—
<i>Brasil</i> .....	103,486,540,541	542	<i>Buenos Ayrean</i> .....	20,88,368	99
<i>Brasile</i> (L.V.) .....	434,470	—	<i>Buffalo</i> .....	323	325
<i>Brasile</i> (It.).....	470,487	—	<i>Bulgaria</i> .....	118,122,454,455	131
<i>Brasile</i> (Tr.).....	487	—	<i>Bulgarian</i> (Ley.) .....	333,352	—
<i>Brasilia</i> .....	118	131	<i>Bulgarian</i> (Fur.) .....	352	—
<i>Braunschweig</i> .....	170	184	<i>Bülów</i> .....	176	190
<i>Brazil</i> (Gal.) .....	162	166	<i>Burdigala</i> .....	187	—
<i>Brazil</i> .....	525	—	<i>Burgundia</i> .....	383	385
<i>Brazilian</i> (All.) .....	89	101	<i>Buzzard</i> .....	338	—
<i>Brazilian</i> (War.) .....	227	231	<i>Byron</i> .....	359	—
<i>Bremen</i> (I) .....	167-170	181	<i>Byron</i> (Byr.) .....	473	474
<i>Bremen</i> (II) .....	173-175,473,474	187	<i>Byron</i> (N.S.N.) .....	—	474
<i>Bremen</i> (III) .....	178,180,497	188			
<i>Bremen</i> (IV) 28,179-181,215,378,	463,532	191			
<i>Brenda</i> .....	110	—	<i>C. F. Funch</i> .....	277	278
<i>Breslau</i> .....	175	188	<i>C. F. Tietgen</i> 304,424,460,461	425	425
<i>Bridgeport</i> .....	188	—	<i>C. Lopez y Lopez</i> .....	430	432
<i>Brighton</i> .....	22	—	<i>Cabo de Hornos</i> .....	523	—
<i>Bristol</i> .....	272	274	<i>Cabotia</i> .....	344	—
<i>Britannia</i> (Cun.) .....	13,14,51	35	<i>Cadix</i> .....	79,109,110	—
<i>Britannia</i> (I) (Anc.) 138-140,143	151	—	<i>Cairnrona</i> .....	23,42,326,476	477
<i>Britannia</i> (II) (Anc.) .....	143,146	155	<i>Cairo</i> (N.G.I.) .....	379	—
<i>Britannia</i> (I) (Fab.) .....	383,384	385	<i>Cairo</i> .....	477,478	—
<i>Britannia</i> (II) (Fab.) .....	—	386	<i>Calabria</i> (Cun.) .....	18	37
<i>Britannic</i> (Cun.) .....	29-32,270	46	<i>Calabria</i> (Anc.) .....	147-149	156
<i>Britannic</i> (I) (W.S.) 255-258,266	266	—	<i>Calawaii</i> .....	393,415	—
<i>Britannic</i> (II) (W.S.) 261,262,444	269	—	<i>Calcutta</i> .....	159	—
<i>Britannic</i> (III) (W.S.) 29,46,265	270	—	<i>Caldera</i> .....	210	219
<i>British Crown</i> (Anc.) .....	145	155	<i>Caledonia</i> (Cun.) .....	—	35
<i>British Crown</i> (Am.) 296,303,308	316	—	<i>Caledonia</i> .....	46,270	—
<i>British Crown</i> (Fur.) .....	351	—	<i>Caledonia</i> (I) (Anc.) .....	138,230	151
<i>British Empire</i> (Am.) 296,303,308	315	—			



	Text page	Fleet List page		Text page	Fleet List page
<i>Caledonia</i> (II) (Anc.)	138-141,	151	<i>Canopic</i> .....	252,259,261-264	268
	143-145		<i>Canopus</i> .....	227,228	231
<i>Caledonia</i> (III) (Anc.)	147,148	156	<i>Cantabria</i> .....	427	-
<i>Caledonia</i> (IV) (Anc.)	149,150	157	<i>Cantigny</i> .....	516,543,544	-
<i>Caledonia</i> (V) (Anc.)	150	-	<i>Cantuaria</i> .....	525	-
<i>Calgarian</i> (All.)	94,95,439,450	103	<i>Cap Trafalgar</i> .....	25,42	-
<i>Calgarian</i> (C.P.)	103,439	450	<i>Capo Manara</i> .....	503	-
<i>Calgaric</i> .....	264,506	270	<i>Captain Cook</i> .....	346	348
<i>California</i> (Cun.)	24,148,156	43	<i>Caramanie</i> .....	302	-
<i>California</i> (I) (Anc.)	141,147	153	<i>Carinthia</i> (I) .....	21	-
<i>California</i> (II) (Anc.)	24,43,147,148	156	<i>Carinthia</i> (II) .....	26,28,29,31,34	46
<i>California</i> (III) (Anc.)	149,150	157	<i>Carinthia</i> (III) .....	550	-
<i>California</i> (I) (Hapag.)	115,372,373	129	<i>Carlisle City</i> (Bea.)	-	329
<i>California</i> (II) (Hapag.)	529	-	<i>Carlisle City</i> (Fur.)	329,352	358
<i>California</i> (C.G.T.)	212	-	<i>Carmania</i> .....	22,24,25,27,28,479	42
<i>California</i> (Gui.)	237	239	<i>Carmarthen</i> .....	282	-
<i>California</i> (Car.)	115,129,372	373	<i>Carmia</i> (I) .....	529	348
<i>California</i> (S.A.L.)	391,424	-	<i>Carmia</i> (II) .....	346	-
<i>California</i> (N.L.T.)	44,519	-	<i>Carmona</i> .....	475	-
<i>Californian</i> .....	91,92	101	<i>Carolina</i> (G.) .....	197	197
<i>Calpe</i> .....	2	-	<i>Carolina</i> (B.A.S.)	199,235	-
<i>Cambrai</i> .....	517	-	<i>Carolina</i> (Nat.)	201,206	-
<i>Cambria</i> (Cun.)	16	35	<i>Carolina</i> (U.S.K.)	235	-
<i>Cambria</i> (Anc.)	139-141	153	<i>Carolina P.</i> .....	357	-
<i>Cambrian</i> .....	420,421	-	<i>Caroline</i> .....	212	220
<i>Cambrian King</i> .....	362	363	<i>Caronia</i> (I) .....	22,24-28	41
<i>Cambridge</i> .....	273	-	<i>Caronia</i> (II) .....	32	47
<i>Cambroman</i> (War.)	228,229,246,	232	<i>Carpathia</i> .....	22,24	41
	247,252		<i>Carroll</i> .....	233	234
<i>Cambroman</i> (Dom.)	229,232,246,	252	<i>Carthaginian</i> .....	89,95,439	100
	247		<i>Carvalho Araujo</i> .....	402,403	403
<i>Cameronia</i> (I) (Cun.)	24,148,1563	4	<i>Caserta</i> (N.G.I.)	377,435	381
<i>Cameronia</i> (II) (Cun.)	26,149,157	44	<i>Caserta</i> (L.V.)	377,435,457	-
<i>Cameronia</i> (I) (Anc.)	24,43,147,148	156	<i>Caserta</i> (L.I.)	377,381,456,457	457
<i>Cameronia</i> (II) (Anc.)	26,27,44,	157	<i>Caspian</i> .....	86,87	99
	149,150		<i>Cassandra</i> (Cun.)	27,345	45
<i>Campanello</i> .....	43,380,478,479	479	<i>Cassandra</i> (Don.)	27,45,148,344,	348
<i>Campania</i> (Cun.)	21,156,310	41		345,529	
<i>Campania</i> (Anc.)	41	156	<i>Cassel</i> .....	175	188
<i>Campania</i> (N.G.I.)	43,375,479	380	<i>Cassius</i> .....	129	-
<i>Campania</i> (Ura.)	43,380,478,479	479	<i>Castalia</i> (I) .....	140,144	154
<i>Canada</i> (Cun.)	16	35	<i>Castalia</i> (II) .....	150	-
<i>Canada</i> (H. & D.)	52	53	<i>Castel Felice</i> .....	547,548	548
<i>Canada</i> (Nat.)	203,205	206	<i>Castilian</i> .....	91	102
<i>Canada</i> (C.G.T.)	209,210	218	<i>Castillo Ampudia</i> .....	431	-
<i>Canada</i> (Dom.)	246-249,261	251	<i>Castor</i> .....	370	370
<i>Canada</i> (Fab.)	384,385	386	<i>Catalonia</i> .....	20	40
<i>Canada</i> (U.A.)	131,454	455	<i>Cataluña</i> .....	427,430	432
<i>Canada</i> (E.A.)	537	-	<i>Catherine</i> .....	475	-
<i>Canadian</i> (C.S.N.)	78,96	79	<i>Catlin</i> .....	514	-
<i>Canadian</i> (I) (All.)	78,79,83,84	96	<i>Cavour</i> .....	457,483	-
<i>Canadian</i> (II) (All.)	84,85	96	<i>Cedric</i> .....	176,258,259,261,262,265	267
<i>Canadian</i> (III) (All.)	87-89	99	<i>Cella</i> (L.N.Y.)	199,320	200
<i>Canadian</i> (Ley.)	334,335	337	<i>Cella</i> (Hug.)	220,320	-
<i>Canarias</i> .....	427	-	<i>Celtic</i> (I) (W.S.)	254,266,367	266
<i>Canberra</i> .....	535,536	536	<i>Celtic</i> (II) (W.S.)	21,176, 258-262,	267
<i>Candler</i> .....	393	-		265,270,313,318	

	Text page	Fleet List page		Text page	Fleet List page
<i>Celtic</i> (Am.).....	313	318	<i>Circassian</i> (Gal.)	158,162,165	166
<i>Celtic Monarch</i> .....	368	—	<i>Circassian</i> (N.A.L.)	158,234	—
<i>Centennial State</i> (U.S.M.)	495, 507	497	<i>Circassian</i> (N.Y.B.)	241	—
	515,523		<i>Circe</i> .....	343	347
<i>Centennial State</i> (U.S.L.)	497, 507,	515	<i>Città di Genova</i> .....	189	—
	508		<i>Città di Genova</i> (L.V.)	434	—
<i>Centro America</i> .....	434	—	<i>Città di Messina</i> (I)	465	—
<i>Cephalonia</i> .....	20	40	<i>Città di Messina</i> (II)	467	—
<i>Cervona</i> .....	475,476	—	<i>Città di Milano</i> .....	434	435
<i>Cesare Battisti</i> .....	483	—	<i>Città di Napoli</i> .....	128	—
<i>Cestrian</i> .....	333-335	336	<i>Città di Napoli</i> (L.V.)	266,303,434	435
<i>Cevic</i> .....	256,262,335	—	<i>Città di Palermo</i> .....	465	—
<i>Champion</i> .....	392	—	<i>Città di Torino</i> .....	434	435
<i>Champlain</i> .....	214,216,217	222	<i>City of Antwerp</i> .....	63	70
<i>Chandernagor</i> .....	403	—	<i>City of Athens</i> .....	516,543,544	—
<i>Charitas</i> .....	418	—	<i>City of Baltimore</i> (Inm.)	62,63	68
<i>Charity</i> (C.S.N.) .....	78,406	79	<i>City of Baltimore</i> (B.M.)	528	528
<i>Charity</i> (E.D.) .....	406	—	<i>City of Berlin</i> 65-67,255,291,309,	316	70
<i>Charles Bartlett</i> .....	35	—			
<i>Château Lafite</i> .....	371	371	<i>City of Bombay</i> .....	—	103
<i>Château Leoville</i> .....	362,363,371	371	<i>City of Boston</i> .....	63,65	69
<i>Château Margaux</i> .....	371	371	<i>City of Bristol</i> (Inm.)	36,64,308,315	69
<i>Château Yquem</i> (C.B.)	371,384,385	371	<i>City of Bristol</i> (Am.)	308	315
<i>Chateau Yquem</i> (Fab.)	371,384	385	<i>City of Brooklyn</i> .....	64,245,250	70
<i>Cheang Chew</i> .....	249	—	<i>City of Brussels</i> .....	64-66,253	70
<i>Cheang Hock Kian</i> .....	160	—	<i>City of Chester</i> 65-67,291,309,316		70
<i>Chemnitz</i> .....	175	188	<i>City of Chicago</i> .....	67,68,251	70
<i>Cheribon</i> .....	403	—	<i>City of Cork</i> .....	63	69
<i>Chesapeake</i> (War.)	231,275	—	<i>City of Dublin</i> .....	63,244,250	69
<i>Chesapeake</i> (L. & M.)	275	—	<i>City of Durham</i> .....	65	—
<i>Chester</i> (R.S.) .....	286	291	<i>City of Glasgow</i> 15,54,62,68,72,		54
<i>Chester</i> (Am.) 70,286,291,309,311		316		83,85	
<i>Chicago</i> (C.G.T.) .....	212-214	221	<i>City of Glasgow</i> (Inm.)	54,62,72	68
<i>Chicago</i> (Gui.) .....	236	239	<i>City of Halifax</i> .....	65	—
<i>Chicago</i> (I) (Wil.) .....	323,357	325	<i>City of Hamburg</i> .....	528	529
<i>Chicago</i> (II) (Wil.) .....	421	—	<i>City of Havre</i> .....	528	529
<i>Chicago</i> (Fur.) .....	349	357	<i>City of Honolulu</i> .....	187	—
<i>Chicago</i> (W.F.L.) .....	421	—	<i>City of Honolulu</i> .....	514	—
<i>Chickasaw</i> .....	525	—	<i>City of Kingston</i> .....	4	—
<i>Chilian</i> .....	202,206	—	<i>City of Limerick</i> (Inm.)	63,64,	69
<i>Chilian</i> .....	327	—		308,315,365	
<i>China</i> (Cun.) .....	17,18	38	<i>City of Limerick</i> (Am.)	308	315
<i>China</i> .....	109	—	<i>City of Limerick</i> (T.L.)	69,365	365
<i>China</i> (N.G.I.) .....	374	—	<i>City of Lincoln</i> .....	231,239,365	365
<i>Chodoc</i> .....	403	—	<i>City of Liverpool</i> .....	365	365
<i>Cholon</i> .....	403	—	<i>City of London</i> (Inm.)	63,64,365	69
<i>Choran Maru</i> .....	417,448	—	<i>City of London</i> (T.L.)	69,365	365
<i>Christian</i> .....	475	—	<i>City of Los Angeles</i> .....	188	—
<i>Christophe Colomb</i> .....	52,53	—	<i>City of Los Angeles</i> .....	528,529	—
<i>Chrobry</i> .....	527	—	<i>City of Manchester</i> (Inm.)	62,63	68
<i>Cilicia</i> .....	150	—	<i>City of Manchester</i> (Hun.)	404	404
<i>Cimbria</i> .....	113,115	127	<i>City of Montreal</i> .....	65-67,351	70
<i>Cincinnati</i> .....	120,122	134	<i>City of New York</i> (I) (Inm.)	63	69
<i>Circassia</i> (I) .....	143,146	154	<i>City of New York</i> (II) (Inm.)	63,	70
<i>Circassia</i> (II) .....	150	—		100,237,239,308,315	
<i>Circassian</i> (All.) .....	87,89,90	99	<i>City of New York</i> (III) (Inm.)	67,	71
<i>Circassian</i> (N.A.N.)	158,166,234	158		68,309,316	



	Text page	Fleet List page		Text page	Fleet List page
<i>City of New York (Gui.)</i> .....	237	239	<i>Columbia (II) (Anc.)</i> 147-149,473,	156	
<i>City of New York (Am.)</i> .....	308	315	474		
<i>City of Newport News</i> .....	528	529	<i>Columbia (Gal.)</i> .....	163,164	166
<i>City of Norfolk</i> .....	528	529	<i>Columbia</i> .....	152	-
<i>City of Paris (I)</i> .....	63,66	70	<i>Columbia (A.T.L.)</i> .....	289,293,393	-
<i>City of Paris (II)</i> 67,68,309,316,	71		<i>Columbia (G.S.N.)</i> .....	535,536	536
520			<i>Columbian (Ley.)</i> .....	333,335	-
<i>City of Philadelphia</i> .....	62	68	<i>Columbian (W.F.L.)</i> .....	420,421	-
<i>City of Pittsburg</i> .....	75	75	<i>Columbus</i> .....	12	12
<i>City of Poonah</i> .....	225	-	<i>Columbus (I) (N.D.L.)</i> .....	177,178,	190
<i>City of Richmond</i> .....	65-68	70	263,269		
<i>City of Rome (Inm.)</i> 20,66,144,	70		<i>Columbus (II) (N.D.L.)</i> .....	179-181	191
155,204,238			<i>Columbus (Dom.)</i> .....	247,268	252
<i>City of Rome (Anc.)</i> 66,70,144-147,	155		<i>Comillas</i> .....	527	-
204,429			<i>Commonwealth</i> .....	246,247,268	252
<i>City of San Francisco</i> .....	528,529	-	<i>Concordia (War.)</i> .....	151	230
<i>City of Santiago</i> .....	274	-	<i>Concordia (Don.)</i> .....	342,343	347
<i>City of Valparaiso</i> .....	274	-	<i>Conde de Arjelejo</i> .....	431	-
<i>City of Vienna</i> .....	474	-	<i>Conde de Vilana</i> .....	37	-
<i>City of Washington</i> .....	62,64	69	<i>Congo</i> .....	406	-
<i>Ciudad Condal</i> .....	276,427,428	-	<i>Congrès</i> .....	108,427	108
<i>Ciudad de Santander</i> .....	427	-	<i>Connaught</i> .....	162,163	166
<i>Clan Forbes</i> .....	359	-	<i>Connemara</i> .....	363,371	-
<i>Clan Grant</i> .....	318	-	<i>Constantinople</i> .....	187,473	474
<i>Clan Macalister</i> .....	359	-	<i>Constantinoupolis</i> .....	189	-
<i>Clan Mackinnon</i> .....	359	-	<i>Constitution (C.T.B.)</i> .....	108	108
<i>Clan Macnab</i> .....	359	-	<i>Constitution (A.E.)</i> .....	489	490
<i>Clara</i> .....	498	-	<i>Consuelo</i> 42,323,324,476,477	326	
<i>Claris</i> .....	37	-	<i>Conte Biancamano (L.S.)</i> 378,463,	464	
<i>Cleopatra (C.S.N.)</i> .....	77,78	79	532,534		
<i>Cleopatra (B.C.)</i> .....	223	-	<i>Conte Biancamano (Ita.)</i> 464,532,	534	
<i>Cleopatra (A.T.L.)</i> 389,421,422	394		533		
<i>Cleopatra (W.F.L.)</i> 389,394,421	422		<i>Conte di Cavour</i> .....	76	-
<i>Cleveland (Hapag.)</i> 120,122-125,	134		<i>Conte di Savoia (L.S.)</i> 379,463,531	464	
473,474,502,503			534		
<i>Cleveland (U.A.L.)</i> 123,124,134,	503		<i>Conte di Savoia (Ita.)</i> 463, 464, 532	534	
474,502,503			<i>Conte Grande (L.S.)</i> 378,463,531,	464	
<i>Clifton</i> .....	200	-	534		
<i>Clyde (C.S.)</i> .....	80,137	-	<i>Conte Grande (Ita.)</i> 464, 531-533	534	
<i>Clyde (Tem.)</i> .....	-	225	<i>Conte Rosso (I) (L.S.)</i> .....	462	464
<i>Coalgacondor</i> .....	35	-	<i>Conte Rosso (II) (L.S.)</i> 463,532	464	
<i>Coamo</i> .....	101	-	<i>Conte Rosso (Ita.)</i> .....	532	-
<i>Colina</i> .....	341-343	346	<i>Conte Verde (L.S.)</i> .....	463,532	464
<i>Colombia</i> .....	425	-	<i>Conte Verde (Ita.)</i> .....	532	-
<i>Colombie</i> .....	217	-	<i>Coomassie</i> .....	382	-
<i>Colombo (Wil.)</i> .....	321,322	324	<i>Coptic</i> .....	256	267
<i>Colombo (N.G.I.)</i> .....	377,378	381	<i>Corcovado</i> .....	101	-
<i>Colon</i> .....	416,428	-	<i>Corcovado</i> .....	467	-
<i>Colonial</i> .....	157	-	<i>Cordova</i> .....	456,457	-
<i>Colorado (Gui.)</i> .....	236,237	239	<i>Corean</i> .....	88-91	100
<i>Colorado (I) (Wil.)</i> .....	323	325	<i>Corinaldo</i> .....	346	-
<i>Colorado (II) (Wil.)</i> .....	324	-	<i>Corinthian (I) (All.)</i> .....	86,87	97
<i>Columbella</i> .....	148,156	-	<i>Corinthian (II) (All.)</i> 92,94,95,439,	102	
<i>Columbia (Cun.)</i> .....	14,19	35	449		
<i>Columbia (Col.)</i> .....	57	58	<i>Corinthian (C.P.)</i> .....	102,439	449
<i>Columbia (Hapag.)</i> 116,118,120,429	130		<i>Cornwall</i> .....	272	274
<i>Columbia (I) (Anc.)</i> 139,140,144	152		<i>Correnti</i> .....	274	-

	Text page	Fleet List page		Text page	Fleet List page
<i>Corrientes</i> .....	346	—	<i>Darien</i> .....	52,53	—
<i>Corriere Siciliano</i> .....	338	—	<i>Darien (L. &amp; C.)</i> .....	242	—
<i>Corse</i> .....	221	—	<i>Darmstadt</i> .....	171,174	186
<i>Corsican (All.)</i> 93,95,102,450	103		<i>Dauphin</i> .....	489,490	—
<i>Corsican (C.P.)</i> .....	103,440-442	450	<i>De Grasse</i> 214,216,217,447,452	222	
<i>Cortona</i> .....	346	—	<i>De Kalb</i> .....	501,503	—
<i>Costa Rica</i> .....	274	—	<i>De la Salle</i> .....	213,214,386	222
<i>Costa Rica Victory</i> .....	306	—	<i>De Nederlander</i> .....	303	—
<i>Constantinopoli</i> .....	435	—	<i>De Ruyter (I)</i> .....	330	—
<i>Cottica</i> .....	370	—	<i>De Ruyter (II)</i> .....	330	—
<i>Covadonga (I)</i> .....	102,428	—	<i>De Ruyter (III)</i> .....	330,331	331
<i>Covadonga (II)</i> .....	431	433	<i>Dee</i> .....	280	—
<i>Covington</i> .....	134	—	<i>Defender</i> .....	392	—
<i>Craithie</i> .....	185	—	<i>Delaware</i> .....	226,227	230
<i>Cranston Victory</i> .....	306	—	<i>Delhi</i> .....	39	—
<i>Crenella</i> .....	415,447	—	<i>Delta</i> .....	224	225
<i>Creole State</i> .....	495,522	497	<i>Demerara</i> .....	19	—
<i>Crescent City</i> .....	243	249	<i>Denmark</i> .....	202-205	206
<i>Cretic</i> 252,259,261-263,293,336,337	268		<i>Derbyshire</i> .....	246	252
<i>Crijnsen</i> .....	370	—	<i>Derfflinger</i> .....	176,178	190
<i>Cristobal Colon</i> .....	430	432	<i>Deutschland (Hapag.)</i> .....	111	—
<i>Cristoforo Colombo</i> .....	533	534	<i>Deutschland (I) (Hapag.)</i> 119,120,	132	
<i>Croesus</i> .....	81	—	123,124,175,176		
<i>Cromartyshire</i> .....	211,220	—	<i>Deutschland (II) (Hapag.)</i> 124,126,	135	
<i>Crna Gora</i> .....	538	—	502		
<i>Crotafels</i> .....	538	—	<i>Deutschland (N.D.L.)</i> 168-170	182	
<i>Cuba</i> .....	17,18	38	<i>Devon</i> .....	272	274
<i>Cufic (I)</i> .....	256,428	—	<i>Devona</i> .....	475,476	—
<i>Cufic (II)</i> .....	259,335	—	<i>Devonia</i> .....	143,146	154
<i>Curaçao</i> .....	2	—	<i>Devonian (R.S.)</i> 289,336,337	293	
<i>Curaçoa</i> .....	31,46	—	<i>Devonian (I) (Ley.)</i> .....	334,335	337
<i>Cybele</i> .....	341,342,344	347	<i>Devonian (II) (Ley.)</i> 252,268,289,	337	
<i>Cymric</i> .....	257,261,262	267	293,336		
<i>Cynthia</i> .....	342,343	347	<i>Devonshire</i> .....	59	—
<i>Cynthiana</i> .....	362	364	<i>Diamant</i> .....	97,151	—
<i>Cyrill</i> .....	156	—	<i>Didam</i> .....	296	303
<i>Czar</i> .....	25,460,499,500,527	461	<i>Dido</i> .....	140	—
<i>Czaritza</i> .....	25,460,499,500,527	461	<i>Digby (War.)</i> .....	356,359	232
			<i>Digby (Fur.)</i> 95,229,230,232,355,	359	
			356		
<i>Dacia</i> .....	223	—	<i>Diligente</i> .....	338	—
<i>Dacian</i> .....	140,143	152	<i>Dinnamare (S.A.)</i> .....	466,487	—
<i>Dahomé</i> .....	354,419	359	<i>Dinnamare (Tr.)</i> .....	487	—
<i>Dakota</i> .....	236,237	239	<i>Dinteldyk</i> .....	301,306	—
<i>Dakotian</i> .....	336	—	<i>Diolibah</i> .....	383	—
<i>Damara (Fur.)</i> 351,352,354,402,419	358		<i>Dnestr</i> .....	128	—
<i>Damara (H.S.N.)</i> 350,358,401,402	—		<i>Dniepr</i> .....	459	—
<i>Damascus (Cun.)</i> .....	85,97	37	<i>Dniester</i> .....	185	—
<i>Damascus (All.)</i> .....	37,85,86	97	<i>Domenico Balduino</i> .....	374	—
<i>Dania</i> .....	116,431	130	<i>Domingo</i> .....	348	—
<i>Daniel Steinmann</i> .....	277,278	278	<i>Dominica</i> .....	230,232,359	—
<i>Danish Monarch</i> .....	368	—	<i>Dominion (I)</i> .....	244-246	250
<i>Danmark</i> .....	331,366,388	367	<i>Dominion (II)</i> .....	130,246-248	251
<i>Dante</i> .....	374	—	<i>Don</i> .....	130,459,492	—
<i>Dante Alighieri</i> .....	483	483	<i>Don Alvaro de Bazan</i> 40,102,330,	—	
<i>Danube</i> .....	436	—	428		
			<i>Donau (Hapag.)</i> .....	111	—



	Text page	Fleet List page		Text page	Fleet List page
<i>Donau</i> (N.D.L.)	168	183	<i>Eduard Regel</i>	367	—
<i>Dorian</i>	140,145	152	<i>Edward Rutledge</i>	490	—
<i>Doric</i> (Cun.)	29	46	<i>Effective</i>	342	—
<i>Doric</i> (I) (W.S.)	256	—	<i>Egadi</i>	339	340
<i>Doric</i> (II) (W.S.)	29,46,249,264,265	270	<i>Egidia</i>	150	—
<i>Dorset</i>	273	274	<i>Egypt</i> (Inm.)	—	71
<i>Drachtenstein</i>	348,529	—	<i>Egypt</i> (Nat.)	203-205	207
<i>Dracona</i>	475	—	<i>Egypte</i>	338	—
<i>Dresden</i> (I)	171,174	186	<i>Egyptian</i>	364	—
<i>Dresden</i> (II)	179	191	<i>Egyptian Monarch</i> (Wil.)	323,369, 399,405	325
<i>Drottningholm</i>	103,450,484-486, 540,542	486	<i>Egyptian Monarch</i> (Mon.)	323, 325,368,399,405	369
<i>Drvar</i>	538	—	<i>Eider</i>	171,173	185
<i>Dubbeldam</i>	296	303	<i>Eirene</i>	342	346
<i>Dublin</i>	198	—	<i>Ekaterinoslav</i>	131	—
<i>Duc de Brabant</i>	108,165	108	<i>Elbe</i> (Hapag.)	111	—
<i>Duca d'Aosta</i>	375	381	<i>Elbe</i> (N.D.L.)	171,173	185
<i>Duca degli Abruzzi</i>	375	380	<i>Elena Cosulich</i>	453	—
<i>Duca di Genova</i> (N.G.I.)	375,376, 434	381	<i>Elizabeth Jane</i>	160	160
<i>Duca di Genova</i> (L.V.)	381,434,435	—	<i>Ellora</i>	110	—
<i>Duca di Galliero</i>	434	—	<i>Elysia</i> (I)	142,143	154
<i>Duchess of Atholl</i>	443,445	452	<i>Elysia</i> (II)	150	—
<i>Duchess of Cornwall</i>	452	—	<i>Emeu</i>	—	37
<i>Duchess of Bedford</i>	443,445,446	451	<i>Emperor</i>	223	—
<i>Duchess of Richmond</i>	443,445,446	452	<i>Emperor of India</i>	—	44
<i>Duchess of York</i>	443,445	452	<i>Empire Bittern</i>	232	—
<i>Duchessa d'Aosta</i>	519	520	<i>Empire Brent</i>	346,348	—
<i>Duchessa di Genova</i>	434	435	<i>Empire Chief</i>	415,447	—
<i>Duilio</i> (N.G.I.)	377,378,531	382	<i>Empire Clyde</i>	157	—
<i>Duilio</i> (Ita.)	531,532	—	<i>Empire Deben</i>	134	—
<i>Duke of Buckingham</i>	404	404	<i>Empire Helford</i>	461,527	—
<i>Duke of Westminster</i>	404	404	<i>Empire Penryn</i>	461,527	—
<i>Dunolly Castle</i>	461,473	—	<i>Empire State</i>	523	—
<i>Duque de Caxias</i>	493	—	<i>Empire Waveney</i>	135	—
<i>Dupuy de Lome</i>	397	—	<i>Empress of Asia</i>	438,445	—
<i>Durham City</i>	349,350	357	<i>Empress of Australia</i> (I)	442,445	451
<i>Dutchess</i>	489,490	—	<i>Empress of Australia</i> (II)	222,447	452
<i>Dwinsk</i>	25,304,425,460	461	<i>Empress of Britain</i> (I)	438,440-442	448
			<i>Empress of Britain</i> (II)	444,445	452
			<i>Empress of Britain</i> (III)	447	452
			<i>Empress of Canada</i> (I)	442,445	—
			<i>Empress of Canada</i> (II)	217,446	452
			<i>Empress of China</i>	436,438	—
			<i>Empress of China</i>	451	—
			<i>Empress of China</i>	451	—
			<i>Empress of England</i>	—	452
			<i>Empress of France</i> (I)	103,440-442, 444,445	450
			<i>Empress of France</i> (II)	446	451
			<i>Empress of India</i> (I)	436,438	—
			<i>Empress of India</i> (II)	190,442,443	451
			<i>Empress of India</i>	446,451	—
			<i>Empress of Ireland</i>	438,439	449
			<i>Empress of Japan</i> (I)	436,438	—
			<i>Empress of Japan</i> (II)	444,445,452	—
			<i>Empress of Russia</i>	438,445	—
<i>Earl of Beaconsfield</i>	38	—			
<i>Eberstein</i>	529	—			
<i>Eclipse</i>	529	—			
<i>Edam</i> (I)	295,322	302			
<i>Edam</i> (II)	295,296	303			
<i>Edam</i> (III)	296	303			
<i>Edam</i> (IV)	299,301	304			
<i>Edinburgh</i> (Inm.)	63,73,363	69			
<i>Edinburgh</i> (G.N.Y.)	63,69,73,361, 363	73			
<i>Edinburgh</i> (A.R.)	69,73,361	363			
<i>Edison</i> (Byr.)	187,473	474			
<i>Edison</i> (N.S.N.)	187,473	474			
<i>Edith</i>	49	—			
<i>Edmund B. Alexander</i>	133,514	—			

	Text page	Fleet List page		Text page	Fleet List page
<i>Empress of Scotland</i> (I)	44,133, 441,442,444	451	<i>European</i> (All.)	86,200,320,399,400	98
<i>Empress of Scotland</i> (II)	445-447	452	<i>European</i> (Hug.)	98,200,320	—
<i>Ems</i>	171,174,412,417	185	<i>European</i> (Ley.)	259,335	—
<i>England</i>	108	—	<i>European</i> (T.S.)	399	400
<i>England</i> (Nat.)	202-205	206	<i>Evangeline</i> (I)	354	359
<i>English King</i>	362	363	<i>Evangeline</i> (II)	354	359
<i>Englishman</i>	414	—	<i>Excalibur</i> (I)	488	490
<i>Entella</i>	374	379	<i>Excalibur</i> (II)	489	490
<i>Ereza</i>	416	—	<i>Excambion</i> (I)	488	490
<i>Ericsson</i> (Col.)	57,107	58	<i>Excambion</i> (II)	489	490
<i>Ericsson</i>	58,106,107,234	107	<i>Exeter</i> (I)	488	490
<i>Ericsson</i> (N.A.L.)	58,107,234	—	<i>Exeter</i> (II)	489	490
<i>Erie</i> (C.S.N.)	78,109	79	<i>Exochorda</i> (I)	488,489	490
<i>Erie</i> (A.S.C.)	241	—	<i>Exochorda</i> (II)	489	490
<i>Erin</i>	201,203,205	206	<i>Explorador Iradier</i>	431	—
<i>Erl King</i> (K.)	224,364	364			
<i>Erl King</i> (Don.)	342	—	<i>Fairstone</i>	548	—
<i>Ernie Pyle</i>	512	517	<i>Faith</i>	406	—
<i>Ernst Moritz Arndt</i>	275,276,427	276	<i>Falke</i>	167	—
<i>Erny</i>	498	—	<i>Falstria</i>	537	538
<i>Erria</i>	537	538	<i>Farralones</i>	49	—
<i>Erzherzog Johann</i>	35,79	—	<i>Feldmarschall Moltke</i>	169,170	184
<i>Escalona</i>	475	—	<i>Felix Roussel</i>	544	—
<i>Escolano</i>	494	494	<i>Feltre</i>	133	—
<i>Esne</i>	500	—	<i>Feltria</i>	469,478,479	43
<i>Espagne</i>	212,216	221	<i>Fencer</i>	546	—
<i>España</i>	108,427	—	<i>Ferdinand de Lesseps</i>	210,370	219
<i>España</i>	536	—	<i>Ferdinand van der Taelen</i>	337,338	338
<i>Espresso</i>	433,434	—	<i>Ferdinando Palasciano</i>	188,377	381
<i>Estonia</i> (R.A.)	251,460	461	<i>Fides</i>	453	—
<i>Estonia</i> (B.A.L.)	461,499,526,527	500	<i>Finland</i> (R.S.)	287-289,313,314,318	292
<i>Ethiopia</i> (Anc.)	142,143,146,147	154	<i>Finland</i> (Am.)	288,292,313,314	318
<i>Ethiopia</i> (E.D.)	407	—	<i>Fitzclarence</i>	362	363
<i>Etna</i> (Cun.)	16,17,63,69	36	<i>Fivaller</i>	68	—
<i>Etna</i> (Inm.)	36,63,64	69	<i>Flandre</i>	217	222
<i>Etolia</i>	408-410,413	415	<i>Flavia</i>	380,478,479	43
<i>Etonian</i>	421	—	<i>Florentino</i>	467	—
<i>Etruria</i> (Cun.)	20,21,23,39,256	41	<i>Florida</i> (B.A.S.)	199	—
<i>Etruria</i>	358	—	<i>Florida</i> (Hun.)	404	404
<i>Etrusco</i>	374	—	<i>Florida</i> (I) (S.A.L.)	424	—
<i>Eucadia</i>	150	—	<i>Florida</i> (II) (S.A.L.)	425	—
<i>Europa</i> (Cun.)	36	35	<i>Florida</i> (L.I.)	252,268,456,483	457
<i>Europa</i> (Anc.)	139,140,143	152	<i>Floride</i> (I)	208	—
<i>Europa</i> (I) (N.D.L.)	182	—	<i>Floride</i> (II)	212	220
<i>Europa</i> (II) (N.D.L.)	179-181,215, 217,222	191	<i>Folia</i>	464,478,480	43
<i>Europa</i> (Car.)	372	373	<i>Forerunner</i>	406	—
<i>Europa</i> (N.G.I.)	377,435	381	<i>Forfar</i>	445,451	—
<i>Europa</i> (E.D.)	409,410	415	<i>Fort Hamilton</i>	355	—
<i>Europa</i> (I) (L.V.)	433,434	—	<i>Fort St. George</i>	355	—
<i>Europa</i> (II) (L.V.)	377,381,434,435	435	<i>Fort Victoria</i>	229,355,356	233
<i>Europa</i>	386,455	—	<i>Foulazi Osmani</i>	97	—
<i>Europa</i> (E.A.)	537	—	<i>Fram</i>	358	—
<i>Europa</i> (Inc.)	542,543	543	<i>Franc-Comtois</i>	109,110	—
<i>Europe</i> (Nat.)	205,390	—	<i>France</i> (Nat.)	202-205	206
<i>Europe</i> (C.G.T.)	208,209	218	<i>France</i> (I) (C.G.T.)	208-210	218



	Text page	Fleet List page		Text page	Fleet List page
<i>France (II) (C.G.T.)</i>	213,214,216	221	<i>Gange</i>	455,492	—
<i>France IV</i>	213,221	—	<i>Ganges</i>	227,231	—
<i>Francesca (U.A.)</i>	453	455	<i>Garbi</i>	329	—
<i>Francesca (Cos.)</i>	455	—	<i>Garibaldi</i>	457,483	—
<i>Francesco Crispi</i>	152	—	<i>Garth Castle</i>	412,413	417
<i>Francis Y. Slanger</i>	492,534	—	<i>Gascon</i>	415	—
<i>Francisco (I)</i>	323	325	<i>Gaspesia</i>	426	426
<i>Francisco (II)</i>	324	—	<i>Gdansk</i>	498	498
<i>François Arago</i>	109	—	<i>Gdynia</i>	461,527	—
<i>Franconia (I) (Cun.)</i>	23,24,26	42	<i>Geiser</i>	366,367	367
<i>Franconia (II) (Cun.)</i>	26,28,29,31,33	45	<i>Gellert (Hapag.)</i>	114,115,320	129
<i>Franconia (Hapag.)</i>	114,219	—	<i>Gellert (Ad.)</i>	114,129,319	320
<i>Francunion II</i>	363	—	<i>General Armero</i>	427	—
<i>Frankfurt (I)</i>	169	183	<i>General Artigas</i>	125,134	—
<i>Frankfurt (II)</i>	175	187	<i>Général Duchesne</i>	189	—
<i>Franklin (N.Y.H.)</i>	60,275	60	<i>General San Martin</i>	125,134	—
<i>Franklin (B.L.)</i>	275	276	<i>General von Steuben</i>	180	191
<i>Frederik VIII</i>	424,425	426	<i>General Werder</i>	171	184
<i>Freedom</i>	187	—	<i>General Wilds P. Richardson</i>	490	—
<i>Fremona</i>	475,476	—	<i>General Williams</i>	158	158
<i>Friedrich der Grosse</i>	173,174	187	<i>Generale Diaz</i>	455,491,492	—
<i>Friesland (R.S.)</i>	286,287,312,318	291	<i>Genova</i>	76	—
<i>Friesland (Am.)</i>	287,291,312	318	<i>Genova (C.S.N.)</i>	77	79
<i>Frisia</i>	113,115,116	128	<i>Genova</i>	97	—
<i>Fulda (N.D.L.)</i>	20,171,172,174, 329,429	185	<i>Géographique</i>	290	—
<i>Fulda (Beaver)</i>	185,329	61	<i>George Washington (N.D.L.)</i>	177, 178,496,497,514	190
<i>Fulton (N.Y.H.)</i>	60,241	61	<i>George Washington (U.S.M.)</i>	190, 496,507,514	497
<i>Fulton (N.Y.B.)</i>	241	—	<i>George Washington (U.S.L.)</i>	190, 497,507-510	514
<i>Furnessia</i>	144-147	155	<i>Georgia (G.)</i>	197	197
<i>Fürst Bismarck</i>	116,120, 459,491,492	130	<i>Georgia (B.A.S.)</i>	198	—
<i>Fuso Maru</i>	461,500	—	<i>Georgia (Sta.)</i>	101,279	281
<i>G. Lanza</i>	37,97	—	<i>Georgia (U.A.)</i>	—	455
<i>Gaa</i>	130,459,491,492	—	<i>Georgian (Ley.)</i>	333,334,420	—
<i>Gaelic</i>	254-256	266	<i>Georgian (W.F.L.)</i>	334 420,421	—
<i>Galatea</i>	340	—	<i>Georgic (Cun.)</i>	29-31,34,270	46
<i>Galatee</i>	467	—	<i>Georgic (I) (W.S.)</i>	256,257,262,335	—
<i>Galatia</i>	144	—	<i>Georgic (II) (W.S.)</i>	29,46,265	270
<i>Galicia</i>	426	—	<i>Gera</i>	171,174	186
<i>Galileo (I) (Wil.)</i>	322	325	<i>German</i>	375,380	—
<i>Galileo (II) (Wil.)</i>	324	—	<i>Germania</i>	35,79,80	—
<i>Galileo (W.F.L.)</i>	420	—	<i>Germania (I) (Hapag.)</i>	113	127
<i>Gallia (Cun.)</i>	19,20,92,102,328, 330,411,428	40	<i>Germania (II) (Hapag.)</i>	113,114	128
<i>Gallia (All.)</i>	40,92,330,411	102	<i>Germania (Fab.)</i>	384	386
<i>Gallia (Bea.)</i>	40,92,102,328,411	330	<i>Germanic (W.S.)</i>	65,247,252,255 257,258,312,318,498,499	266
<i>Gallia (I) (Fab.)</i>	382,383	—	<i>Germanic (Am.)</i>	266,312	318
<i>Gallia (II) (Fab.)</i>	371,384	385	<i>Germany (All.)</i>	86,87,202,206	98
<i>Gambia (B.A.S.)</i>	199,235	—	<i>Germany (Nat.)</i>	98,202	206
<i>Gambia (War.)</i>	226	—	<i>Gerolstein</i>	529,530	530
<i>Gambia (U.S.K.)</i>	235	—	<i>Gerona (I)</i>	475,476	—
<i>Gambia (E.D.)</i>	407	—	<i>Gerona (II)</i>	42,476	477
<i>Gandia</i>	530	—	<i>Gerty (U.A.)</i>	396,453	454
			<i>Gerty (Cos.)</i>	454	—
			<i>Giulia (U.A.)</i>	453	455

	Text page	Fleet List page		Text page	Fleet List page
<i>Giulia</i> (Cos.) .....	455	—	<i>Groote Beer</i> .....	301	306
<i>Giulia Peirce</i> .....	467	—	<i>Grosser Kurfurst</i> .....	174,178	188
<i>Giulio Cesare</i> (N.G.I.) 377,378,531	381	—	<i>Grünwald</i> .....	126	—
<i>Giulio Cesare</i> (I) (Ita.) 531,532	—	—	<i>Guadalupe</i> .....	431	433
<i>Giulio Cesare</i> (II) (Ita.) .....	533	—	<i>Guadeloupe</i> (I) .....	210	—
<i>Giuseppe Garibaldi</i> .....	37,97	—	<i>Guadeloupe</i> (II) .....	221	—
<i>Giuseppe Verdi</i> .....	483	483	<i>Guglielmo Peirce</i> .....	467	467
<i>Glacier</i> .....	546	—	<i>Guiding Star</i> (N.Y.H.) .....	—	61
<i>Gladiator</i> .....	313,317	—	<i>Guiding Star</i> (N.Y.B.) .....	241	—
<i>Glamis Castle</i> .....	343,347	—	<i>Guinée</i> .....	359	—
<i>Glamorgan</i> (War.) .....	227,282	232	<i>Guipuzcoa</i> .....	427	—
<i>Glamorgan</i> (S.W.A.) 227,232,282,	282	—	<i>Gul Djemal</i> .....	252,266,498,499	—
361,363	—	—	<i>Gulcemal</i> .....	252,266,499	—
<i>Glamorgan</i> (A.R.) .....	232,282,361	363	<i>Gumhuryat Misr</i> .....	539	539
<i>Glamorgan</i> .....	302	—			
<i>Glasgow</i> (Inm.) .....	63,73	69	<i>H. Bischoff</i> .....	218	—
<i>Glasgow</i> (G.N.Y.) .....	63,69,72,73	73	<i>H. H. Meier</i> .....	172,174,431	186
<i>Glaucus</i> .....	234	—	<i>Habana</i> (I) .....	276,427,428	—
<i>Gloire</i> .....	397	—	<i>Habana</i> (II) .....	430,431	432
<i>Gloucester</i> .....	272	274	<i>Habanois</i> .....	35	—
<i>Gneisenau</i> .....	176	189	<i>Habsburg</i> .....	170	185
<i>Goeben</i> .....	176,213,221	190	<i>Hakon Adelsteen</i> .....	271	271
<i>Goefredo</i> .....	266	—	<i>Hailor</i> .....	40	—
<i>Goethe</i> (Hapag.) .....	114,320	128	<i>Halifax City</i> .....	352,354	358
<i>Goethe</i> (Ad.) .....	114,128,319	320	<i>Hamburg</i> (I) 118,120,122,494,497,	133	—
<i>Golden Fleece</i> (E. & A.) 159,166	—	—	514,521,523	—	—
<i>Golden Fleece</i> (Gal.) 159,162	166	—	<i>Hamburg</i> (II) .....	124,126	135
<i>Golden Fleece</i> .....	329	—	<i>Hamilton</i> .....	239,246	251
<i>Gothenburg City</i> (Fur.) 350,351,362	358	—	<i>Hammonia</i> (I) 86,98,111-113,249	127	—
<i>Gothenburg City</i> (Pur.) 351,362	—	—	<i>Hammonia</i> (II) .....	113,114,458	127
<i>Gothic</i> .....	287,292	—	<i>Hammonia</i> (III) .....	115,116	129
<i>Gothland</i> .....	287-289	292	<i>Hammonia</i> .....	338	—
<i>Gottardo</i> .....	374	379	<i>Hancock</i> .....	240	—
<i>Govina</i> .....	273	—	<i>Hannover</i> (I) .....	169	183
<i>Gracia</i> .....	346	—	<i>Hannover</i> (II) .....	175,178	188
<i>Graf Bismarck</i> .....	169,170	183	<i>Hanoverian</i> (All.) .....	88,89,399	100
<i>Graf Waldersee</i> .....	117,120-122	131	<i>Hanoverian</i> (Ley.) 247,252,268,	337	—
<i>Grampian</i> (All.) .....	94,95,450	103	293,334,336	—	—
<i>Grampian</i> (C.P.) .....	103,440,442	450	<i>Hansa</i> .....	79,80,165	54
<i>Granite State</i> .....	508,523	515	<i>Hansa</i> (I) (Hapag.) .....	123,124,501	132
<i>Grant</i> .....	393,414	—	<i>Hansa</i> (II) (Hapag.) .....	124,126	134
<i>Great Britain</i> 9,10,16,50,193	10	—	<i>Hansa</i> (I) (N.D.L.) 168,171,278,	182	—
<i>Great Eastern</i> 64,67,193-196,202,	196	—	361,363	—	—
257,361	—	—	<i>Hansa</i> (II) (N.D.L.) .....	171	185
<i>Great Liverpool</i> .....	12	—	<i>Hansa</i> (A.R.) .....	361	363
<i>Great Victoria</i> .....	110	—	<i>Harald Haarfager</i> .....	271	271
<i>Great Western</i> (G.W.) 4-6,8-10,	10	—	<i>Harbin</i> .....	303	—
193,272	—	—	<i>Harmonides</i> .....	39,291,317	—
<i>Great Western</i> (G.W.S.) .....	272	273	<i>Harold</i> .....	327	—
<i>Grecian</i> (All.) .....	88,89	99	<i>Harrisburg</i> .....	313,316	—
<i>Grecian</i> (Anc.) .....	140	152	<i>Harry Lee</i> .....	489,490	—
<i>Grecian Monarch</i> 90,100,368,449	369	—	<i>Harvard</i> .....	311,316	—
<i>Greece</i> .....	203,205,209	206	<i>Hassan Pasha</i> .....	274	—
<i>Gregory Morch</i> .....	186	—	<i>Havel</i> .....	172,174,429	186
<i>Gripsholm</i> (N.D.L.) .....	181,486	191	<i>Haverford</i> (W.S.) .....	264,314,317	269
<i>Gripsholm</i> (I) (Swe.) 191,485,486	486	—			
<i>Gripsholm</i> (II) (Swe.) 486,549,551	487	—			



	Text page	Fleet List page		Text page	Fleet List page
<i>Haverford</i> (Am.)	264,269,312-314	317	<i>Hrvatska</i>	538	538
<i>Havre</i>	397	—	<i>Huascarán</i>	446,452	—
<i>Hawke</i>	261,268	—	<i>Hudson</i> (N.D.L.)	167,196,197,205	182
<i>Hecla</i>	17,18,20	37	<i>Hudson</i> (C.G.T.)	212	—
<i>Hector</i>	223	—	<i>Hudson</i> (U.S.M.)	133,495,496,507,	497
<i>Hecuba</i>	188	—		514	
<i>Heidelberg</i>	126	—	<i>Hudson</i> (U.S.L.)	133,497,507,508	514
<i>Hekla</i> (Thi.)	366,367,423-425	367	<i>Hugo</i>	266	—
<i>Hekla</i> (S.A.L.)	367,423,424	425	<i>Humbert</i>	361	—
<i>Helena</i> Sloman	59	—	<i>Humboldt</i> (N.Y.H.)	60,107,275	60
<i>Heliopolis</i>	43,477,478	—	<i>Humboldt</i> (B.L.)	275	276
<i>Helius</i>	186	—	<i>Hungarian</i> (I)	84	96
<i>Hellespont</i>	69	—	<i>Hungarian</i> (II)	94	—
<i>Hellig Olav</i>	424,425	425	<i>Huntsend</i>	190	—
<i>Helvetia</i> (Nat.)	202,203,205	206	<i>Huntsgreen</i>	190	—
<i>Helvetia</i> (I) (W.X.)	276,277	—	<i>Huron</i> (C.S.N.)	69,78,110	79
<i>Helvetia</i> (II) (W.X.)	277,278	278	<i>Huron</i>	187	—
<i>Henry Edye</i>	277,278	278	<i>Hurona</i>	475,476	—
<i>Hercules</i>	131,455	—	<i>Huronian</i>	92	—
<i>Herder</i> (Hapag.)	114,115,320	128	<i>Huso Maru</i>	461,500	—
<i>Herder</i> (Ad.)	114,128,319	320	<i>Hydaspes</i>	159	—
<i>Hereford</i>	273	—			
<i>Hermann</i> (Oce.)	51,79	52	<i>Iberian</i>	333	—
<i>Hermann</i> (N.D.L.)	168,169	182	<i>Ida</i>	498	—
<i>Hermann</i> (W.X.)	277,278,331	278	<i>Idaho</i> (Gui.)	236,237	239
<i>Hermann Ludwig</i>	277	278	<i>Idaho</i> (I) (Wil.)	323,420	326
<i>Hermitage</i>	464,534	—	<i>Idaho</i> (II) (Wil.)	323,324	326
<i>Hero</i>	278	—	<i>Idaho</i> (III) (Wil.)	324	326
<i>Hesperia</i>	144,146,147	155	<i>Idaho</i> (W.F.L.)	326,420,421	—
<i>Hesperian</i>	94,95	103	<i>Ikal</i>	412	—
<i>Hestia</i>	343	347	<i>Île de Cuba</i>	221	—
<i>Hibernia</i> (Cun.)	14	35	<i>Île de France</i>	214-217,378	222
<i>Hibernia</i> (Anc.)	139	151	<i>Illinois</i> (Inm.)	309	71
<i>Hibernia</i> (Gal.)	163,164	166	<i>Illinois</i> (Van.)	105	105
<i>Hibernian</i> (I)	85,87,93	97	<i>Illinois</i> (R.S.)	286,310,315	291
<i>Hibernian</i> (II)	94	—	<i>Illinois</i> (Am.)	286,291,307,309,310	315
<i>Highflyer</i>	178,187	—	<i>Illyrian</i>	333	—
<i>Himalaya</i>	16,193	—	<i>Ilsestein</i>	529,530	530
<i>Hindoo</i> (I) (Wil.)	321,322	325	<i>Imperator</i> (Cun.)	26,134,263	44
<i>Hindoo</i> (II) (Wil.)	323,420	325	<i>Imperator</i> (Hapag.)	44,121,122,261	134
<i>Hindoo</i> (III) (Wil.)	324	—	<i>Impératrice Eugénie</i>	208,209	218
<i>Hindoo</i> (W.F.L.)	420	—	<i>Inca</i>	82	—
<i>Hittfeld</i>	461,473	—	<i>Independence</i> (A.E.)	489	490
<i>Hohenstaufen</i>	170	184	<i>Independence</i>	529	—
<i>Hohenstein</i>	529	—	<i>India</i> (Anc.)	139,140,143	152
<i>Hohenzollern</i> (I)	170,171	184	<i>India</i> (Car.)	372	373
<i>Hohenzollern</i> (II)	176	186	<i>Indian</i>	84	96
<i>Holland</i>	182,202-205	205	<i>Indian Empire</i>	54,161	165
<i>Holsatia</i>	113,114,458	128	<i>Indiana</i> (Gen.)	81,82,159	—
<i>Homeland</i>	103,486,541	542	<i>Indiana</i> (E. & A.)	159	159
<i>Homereus</i>	364	—	<i>Indiana</i> (L.N.Y.)	—	200
<i>Homeric</i> (Cun.)	29	46	<i>Indiana</i> (Am.)	307,310	315
<i>Homeric</i> (W.S.)	29,46,178,179,190,	269	<i>Indiana</i> (N.G.I.)	377,457	—
	263,265		<i>Indiana</i> (L.I.)	377,456,457	457
<i>Homeric</i> (Hom.)	541	542	<i>Indien</i>	251,460,461	—
<i>Hooper</i>	361,362	363			
<i>Hope</i>	406	—			

	Text page	Fleet List page
<i>Indipendente</i> .....	374	379
<i>Indrani</i> .....	343,345	347
<i>Infanta Isabel de Borbon</i> .....	429,430	432
<i>Insulano</i> .....	402	—
<i>Insulinde</i> .....	385	—
<i>Ioannina</i> .....	461,472	473
<i>Iona</i> .....	475,476	—
<i>Ionia</i> .....	232,359	—
<i>Ionia</i> .....	408,409,414	—
<i>Ionian (All.)</i> .....	92-95,439,449	102
<i>Ionian (C.P.)</i> .....	102,439	449
<i>Ionic</i> .....	256	—
<i>Iowa (Anc.)</i> .....	139-141,143,199,200	152
<i>Iowa (L.N.Y.)</i> .....	139,152,199	200
<i>Iowa (I) (War.)</i> .....	228	231
<i>Iowa (II) (War.)</i> .....	229	232
<i>Ireland</i> .....	108	—
<i>Irishman</i> .....	410,416	—
<i>Iroquois</i> .....	187	—
<i>Ischia</i> .....	144	—
<i>Isla de Cuba</i> .....	427	—
<i>Isla de Cebu</i> .....	431	—
<i>Isla de Panay</i> .....	430	432
<i>Islam</i> .....	417	—
<i>Island (Thi.)</i> .....	366,367,423-425	367
<i>Island (S.A.L.)</i> .....	367,423,424	425
<i>Ismailia (Anc.)</i> .....	140,141,143	153
<i>Ismailia</i> .....	417	—
<i>Ismir</i> .....	101,281	—
<i>Israel</i> .....	545	545
<i>Istrian (Ley.)</i> .....	333,352	—
<i>Istrian (Fur.)</i> .....	352	—
<i>Italia (Hapag.)</i> .....	116	129
<i>Italia (I) (Anc.)</i> .....	140,142,144	154
<i>Italia (II) (Anc.)</i> .....	147-149	156
<i>Italia (N.G.I.)</i> .....	376,434	—
<i>Italia (L.V.)</i> .....	376,434,470	—
<i>Italia (S.A.)</i> .....	466,487	—
<i>Italia (It.)</i> .....	470,487	—
<i>Italia (Tr.)</i> .....	487	—
<i>Italia (Hom.)</i> .....	486,540,541	542
<i>Italy</i> .....	203,205	207
<i>Iver Heath</i> .....	417,448	—
<i>Ivernia (I)</i> .....	21,22,24	41
<i>Ivernia (II)</i> .....	34,550	47
<i>J. B. Walker</i> .....	368	—
<i>J. L. Luckenback</i> .....	185	—
<i>Jacata</i> .....	129	—
<i>Jacob Luckenback</i> .....	278	—
<i>Jacona</i> .....	476	—
<i>Jacquart</i> .....	109,110	—
<i>Jacques Cartier</i> .....	—	220
<i>James W. Barber</i> .....	337,338	338
<i>Jan Breydel</i> .....	331,367	331

	Text page	Fleet List page
<i>Jan Wellem</i> .....	134	—
<i>Jane</i> .....	71	—
<i>Jason (E. &amp; A.)</i> .....	159,162,166	159
<i>Jason (Gal.)</i> .....	159	166
<i>Java (Cun.)</i> .....	17,18,227,231,285,291	38
<i>Java (War.)</i> .....	38,227	231
<i>Jean</i> .....	83	—
<i>Jeanne</i> .....	338	—
<i>Jehangir</i> .....	469	—
<i>Jelunga</i> .....	468	469
<i>Jeranos</i> .....	342	—
<i>Jerousalim</i> .....	380	—
<i>Jerusalem</i> .....	482,542,545	545
<i>Jervis Bay</i> .....	445	—
<i>Joan Taylor</i> .....	341	—
<i>Johan de Witt</i> .....	535,536	—
<i>Johan van Oldenbarnevelt</i> .....	302	306
<i>Johann Heinrich Burchard</i> .....	135,	—
	501,503	—
<i>John Bell (All.)</i> .....	85,138,151	97
<i>John Bell (Anc.)</i> .....	85,97,137,138	151
<i>John Bramall</i> .....	368	—
<i>John Ericsson</i> .....	485,486,513,540,542	—
<i>John P. Best</i> .....	337,338	338
<i>John Penn</i> .....	490	—
<i>José Gallart</i> .....	416	—
<i>Joseph Hewes</i> .....	490	—
<i>Joseph T. Dickman</i> .....	511,515	—
<i>Jozef Pilsudski</i> .....	461,498	498
<i>Juan Sebastian Elcano</i> .....	430	433
<i>Julia Luckenbach</i> .....	302	—
<i>Juliet</i> .....	401	—
<i>Juliette</i> .....	461,473	—
<i>Jura (Cun.)</i> .....	16,17,85,97	36
<i>Jura (All.)</i> .....	36,85	97
<i>Jury Dolguruky</i> .....	135	—
<i>Justicia</i> .....	262,298,304	269
<i>Justitia</i> .....	144	—
<i>Jutlandia</i> .....	537	537
<i>Kaijo Maru</i> .....	184	—
<i>Kaisar-I-Hind</i> .....	44	—
<i>Kaiser Franz Josef I</i> .....	454,491,492	455
<i>Kaiser Friedrich (Hapag.)</i> .....	118,174,	132
	187	—
<i>Kaiser Friedrich (N.D.L.)</i> .....	118,132,	187
	174	—
<i>Kaiser Wilhelm II</i> .....	172,174,176	186
<i>Kaiser Wilhelm II (II)</i> .....	176,178,496	189
<i>Kaiser Wilhelm der Grosse</i> .....	21,118	187
	119,173-175,178,179,257	—
<i>Kaiserin Auguste Victoria (Cun.)</i> .....	44	—
	26,133,441,451	—
<i>Kaiserin Auguste Victoria (Hapag.)</i> .....	133	—
	44,120-122,451	—



	Text page	Fleet List page		Text page	Fleet List page
<i>Kaiserin Maria Theresa</i>	174,176	186	<i>Kouang-Si</i> .....	132	—
<i>Kangaroo</i> .....	62-64	68	<i>Krakow</i> .....	498	—
<i>Kansan</i> .....	394	—	<i>Kristianiafjord</i> .....	480,481	482
<i>Kansas</i> .....	228,229	232	<i>Kronprinz Friedrich Wilhelm</i>	169,	183
<i>Kara Deniz</i> .....	186	—		170	
<i>Karamania</i> .....	144,146,147	155	<i>Kronprinz Wilhelm</i>	175,176,178	189
<i>Karlsruhe (I)</i> .....	171,174	186	<i>Kronprinzessin Cecilie</i>	176,177,496	190
<i>Karlsruhe (II)</i> .....	180	188	<i>Kronstadt</i> .....	130	—
<i>Karnak</i> .....	16	—	<i>Kroonland (R.S.)</i>	287-289,313,314,	292
<i>Kastalia</i> .....	343-345	347		318	
<i>Katoomba</i> .....	535	536	<i>Kroonland (Am.)</i>	288,292,313,314	318
<i>Kedar</i> .....	—	38	<i>Kuban</i> .....	129	—
<i>Keemun</i> .....	343	347	<i>Kungsholm (I)</i> .....	304,484	486
<i>Kehrwieder</i> .....	128	—	<i>Kungsholm (II)</i>	485,513,540,542	486
<i>Kenilworth (R.S.)</i> .....	284,307	290	<i>Kungsholm (III)</i> .....	486	487
<i>Kenilworth (Am.)</i> .....	285,290,307,	—	<i>Kursk</i> .....	460,499,500,527	461
	308		<i>Kyamil Pasha</i> .....	274	—
<i>Kensington (Inm.)</i> .....	310	71			
<i>Kensington (Dom.)</i>	247,248,287,	252			
	292,312,317				
<i>Kensington (R.S.)</i>	247,286,287,	292	<i>L'Algerie</i> .....	220	—
	310,317		<i>L'Aquitaine</i> .....	130,212	220
<i>Kensington (Am.)</i>	71,252,286,292,	317	<i>La Bourdonnais</i>	189,213,214,216	221
	310,312		<i>La Bourgogne</i> .....	211	220
<i>Kentucky</i> .....	424	—	<i>La Brétagne</i> .....	211,212	220
<i>Kenya</i> .....	548	—	<i>La Champagne</i> .....	211-213	219
<i>Keren</i> .....	548	—	<i>La Gascogne</i> .....	211,212	220
<i>Kestor</i> .....	358	—	<i>La Grande Victory</i> .....	306	—
<i>Khediye</i> .....	277,278	—	<i>La Guardia</i> .....	489	490
<i>Khediye Ismail</i> .....	539	539	<i>La Lorraine</i> .....	211-214	220
<i>Khersonese (L.N.H.)</i>	136,158	—	<i>La Navarre</i> .....	211	220
<i>Khersonese (N.A.N.)</i>	136,158	158	<i>La Normandie</i> .....	211	219
<i>Kiautschou</i> .....	176,189,497,514	—	<i>La Picardie</i> .....	221	—
<i>Kigoma</i> .....	148,157	—	<i>La Plata</i> .....	291,318	—
<i>Kildona</i> .....	475,476	—	<i>La Plata (It.)</i> .....	470	—
<i>Kina</i> .....	460,461	—	<i>La Provence</i> .....	212,213	220
<i>King Alexander (I)</i>	134,473,503	474	<i>La Savoie</i> .....	211-214	220
<i>King Alexander (II)</i>	187,473	474	<i>La Touraine</i> .....	211-214	220
<i>King of the Belgians</i> .....	338	—	<i>Labrador (C.G.T.)</i> .....	209,210,219	218
<i>Kirby Hall</i> .....	70	—	<i>Labrador (Dom.)</i> .....	245,246	251
<i>Kleist</i> .....	176	190	<i>Laconia (I)</i> .....	23,24	42
<i>Klopstock (Hapag.)</i> .....	114,320	128	<i>Laconia (II)</i> .....	26,28,31	45
<i>Klopstock (Ad.)</i>	114,128,219,319	320	<i>Lady Eglinton (C.S.N.)</i>	77,78,192	79
<i>Knoxville</i> .....	313,317	—	<i>Lady Eglinton (B. &amp; I.)</i>	79,192	192
<i>Köln (I)</i> .....	—	183	<i>Lady Jocelyn</i> .....	159,166	—
<i>Köln (II)</i> .....	175	188	<i>Lady Lycett (G.W.S.)</i>	272,275	273
<i>Kommodore</i> .....	500	—	<i>Lady Lycett (L. &amp; M.)</i>	274	—
<i>Kong Sverre</i> .....	271	271	<i>Lady Nelson</i> .....	539	—
<i>König Albert</i>	174,176,377,381	188	<i>Lafayette</i> .....	71	—
<i>König Friedrich August</i>	386,442	—	<i>Lafayette (I) (C.G.T.)</i>	208,209,212	217
<i>König Wilhelm I</i> .....	169,170	183	<i>Lafayette (II) (C.G.T.)</i>	213,214	221
<i>Königin Luise</i>	173,174,176,474	187	<i>Lafayette (III) (C.G.T.)</i>	214,216	222
<i>Königstein</i> .....	529,530	530	<i>Lafayette</i> .....	216,222	—
<i>Korea (A.T.L.)</i> .....	391	395	<i>Laguna</i> .....	519	—
<i>Korea (R.A.)</i> .....	460	461	<i>Lahn</i> .....	171,174,176	185
<i>Korea Maru</i> .....	395	—	<i>Lake</i> .....	327	—
<i>Kosciuszko</i> .....	461,500,526,527	527	<i>Lake Champlain (Bea.)</i>	327,328	329

	Text page	Fleet List page		Text page	Fleet List page
<i>Lake Champlain</i> (E.D.)	412,413, 437,448	417	<i>Lawang</i> .....	359	—
<i>Lake Champlain</i> (C.P.)	417,437,438	448	<i>Lazio</i> .....	375-377	380
<i>Lake Erie</i> (All.)	94,95,438,448	103	<i>Leasowe Castle</i> .....	472,474	—
<i>Lake Erie</i> (Bea.)	..... 326	—	<i>Lebanon</i> .....	—	37
<i>Lake Erie</i> (E.D.)	103,412,413,437, 448	418	<i>Leerdam</i> (I) .....	295	303
<i>Lake Erie</i> (C.P.)	94,95,103,418, 437,438	448	<i>Leerdam</i> (II) .....	299,301	304
<i>Lake Huron</i> (Bea.)	327-329,411,416	329	<i>Leinster</i> .....	162,163,166	—
<i>Lake Huron</i> (E.D.)	329,411,412	416	<i>Leipzig</i> .....	168	183
<i>Lake Manitoba</i> (Bea.)	327,328	329	<i>Leme</i> (N.L.T.) .....	519,533	—
<i>Lake Manitoba</i> (E.D.)	412,413, 437,448	417	<i>Leme</i> (Ita.) .....	533	—
<i>Lake Manitoba</i> (C.P.)	417,437, 438,440	448	<i>León XIII</i> (I) .....	469	—
<i>Lake Megantic</i> (Bea.)	..... 327	329	<i>León XIII</i> (II) .....	429,430	431
<i>Lake Megantic</i> (E.D.)	412,413, 428,437	416	<i>Leonardo da Vinci</i> .....	483	—
<i>Lake Michigan</i> (Bea.)	..... 327	—	<i>Leopold I</i> .....	108	108
<i>Lake Michigan</i> (E.D.)	412,437,448	418	<i>Leopoldina</i> .....	132,213,214,216	221
<i>Lake Michigan</i> (C.P.)	418,437-439	448	<i>Lepanto</i> (I) .....	302,322	325
<i>Lake Nepigon</i> .....	327,328	329	<i>Lepanto</i> (II) .....	324	—
<i>Lake Ontario</i> (I) (Bea.)	..... 326	—	<i>Leros</i> .....	129	—
<i>Lake Ontario</i> (II) (Bea.)	251,328, 329,411,416	329	<i>Les Alpes</i> .....	316	—
<i>Lake Ontario</i> (E.D.)	329,411-413, 437	416	<i>Les Andes</i> .....	316	—
<i>Lake Saint Clair</i> .....	..... 327	—	<i>Lessing</i> (Hapag.) .....	114-116,320	128
<i>Lake Simcoe</i> (E.D.)	185,412,413, 437	417	<i>Lessing</i> (Ad.) .....	144,128,319	320
<i>Lake Simcoe</i> (C.P.) .....	417,437	—	<i>Letimbro</i> .....	374	379
<i>Lake Superior</i> (I) (Bea.)	..... 327	—	<i>Letitia</i> (Cun.) .....	27,345	46
<i>Lake Superior</i> (II) (Bea.)	328,329, 411,416	329	<i>Letitia</i> (I) (Don.) .....	148,344,345	348
<i>Lake Superior</i> (E.D.)	329,411-413	416	<i>Letitia</i> (II) (Don.)	27,46,150,345, 346	348
<i>Lake Winnipeg</i> .....	327,328,411	329	<i>Leviathan</i> .....	193	—
<i>Lakonia</i> (I) .....	343,344	347	<i>Leviathan</i> (U.S.L.)	134,263,378, 508-511	515
<i>Lakonia</i> (II) .....	..... 346	—	<i>Liberté</i> .....	181,191,217	222
<i>Lancashire</i> .....	246,460,461	—	<i>Liguria</i> (N.G.I.) .....	375	380
<i>Lancastria</i> .....	27,28,31,149	45	<i>Liguria</i> (L.V.) .....	433	—
<i>Lancastrian</i> .....	333,334	—	<i>Liguria</i> .....	450	—
<i>Lancing</i> .....	..... 218	—	<i>Lilia</i> .....	358	—
<i>Lapland</i> (W.S.)	262,263,288,292	269	<i>Lima</i> .....	403	—
<i>Lapland</i> (G.W.S.)	..... 272	273	<i>Limburgia</i> .....	135,502,503	—
<i>Lapland</i> (R.S.)	..... 262,263,269, 287-289	292	<i>Lincoln City</i> .....	322,325,350	357
<i>Las Palmas</i> .....	..... 434	—	<i>Lipsos</i> .....	129	—
<i>Lascelles</i> .....	..... 379	—	<i>Lismore</i> .....	329	—
<i>Latona</i> .....	..... 476	—	<i>Lismore Castle</i> .....	432	—
<i>Latvia</i> .....	461,499	500	<i>Lismoria</i> .....	346	348
<i>Laura</i> .....	386,453,454	455	<i>Lituania</i> (R.A.) .....	460	461
<i>Laurentia</i> .....	..... 346	348	<i>Lituania</i> (B.A.L.)	461,499,526,527	500
<i>Laurentian</i> .....	..... 90,94	99	<i>Liverpool</i> .....	4,11,12	12
<i>Laurentic</i> (Cun.) .....	..... 29,31	46	<i>Livonian</i> .....	95,400	102
<i>Laurentic</i> (I) (W.S.)	248,260-262	268	<i>Loango</i> .....	407	—
<i>Laurentic</i> (II) (W.S.)	29,46,264	270	<i>Loch Earn</i> .....	209,218	—
			<i>Logan</i> .....	393	—
			<i>Lombardia</i> .....	135,503	—
			<i>Lombardia</i> (N.G.I.) .....	375	380
			<i>London</i> .....	198	—
			<i>London City</i> .....	326,420	—
			<i>London City</i> (I) .....	354	359
			<i>London City</i> (II) .....	354	359
			<i>London Mariner</i> .....	356	—
			<i>Londonian</i> .....	323,326,421	—



	Text page	Fleet List page		Text page	Fleet List page
<i>Lone Star State</i> .....	508	514	<i>Mackinaw</i> .....	392	—
<i>Long Island</i> .....	549	—	<i>McPherson</i> .....	303,458	—
<i>Lord Clive</i> (Dom.) .....	244,308,315	250	<i>Madeirense</i> .....	303	—
<i>Lord Clive</i> (Am.) .....	250,308,310	315	<i>Madison</i> .....	185	—
<i>Lord Gough</i> .....	308,310	315	<i>Madonna</i> .....	384	386
<i>Lord Ormonde</i> .....	529	—	<i>Madrid</i> .....	191	—
<i>Lord Spencer</i> .....	38,231,291	—	<i>Madrid</i> (C.T.E.) .....	437	—
<i>Lorraine</i> .....	222	—	<i>Madura</i> .....	—	358
<i>Lorraine II</i> .....	213,220	—	<i>Magallanes</i> .....	38	—
<i>Loudoun Castle</i> .....	380	—	<i>Magallanes</i> (I) .....	240,428	—
<i>Louisiana</i> .....	105	—	<i>Magallanes</i> (II) .....	430,431	433
<i>Louisiana</i> (G.) .....	197,201	197	<i>Maguyla</i> .....	129	—
<i>Louisiana</i> (B.A.S.) .....	198,201	—	<i>Mahopac</i> .....	391,392	—
<i>Louisiana</i> (Nat.) .....	182,201,202	205	<i>Main</i> (I) (N.D.L.) .....	168	183
<i>Louisiana</i> (Sta.) .....	279	280	<i>Main</i> (II) (N.D.L.).....	174,175	188
<i>Louisiana</i> (I) (S.A.L.) .....	424	—	<i>Maine</i> (I) (A.T.L.).....	387,388,390	—
<i>Louisiana</i> (II) (S.A.L.) .....	424	—	<i>Maine</i> (II) (A.T.L.) .....	390	394
<i>Louisiane</i> (I) .....	208	—	<i>Maine</i> (III) (A.T.L.) .....	391	—
<i>Louisiane</i> (II) .....	212	—	<i>Maine</i> (IV) (A.T.L.) .....	392,393	—
<i>Louisville</i> .....	313,317	—	<i>Maine</i> .....	389	—
<i>Loyalist</i> (I) .....	354	359	<i>Maine</i> (S.A.L.) .....	425	—
<i>Loyalist</i> (II).....	354	359	<i>Majestic</i> (Cun.) .....	29,30	46
<i>Lucania</i> (Cun.) .....	21,23,310	41	<i>Majestic</i> (I)(W.S.)256,257,259,261	267	267
<i>Lucania</i> (N.D.L.) .....	186	—	<i>Majestic</i> (II) (W.S.) 29,46,134,263,	270	270
<i>Lucerne</i> .....	88,89	99		509	
<i>Ludgate Hill</i> (All.).....	—	102	<i>Makedonija</i> .....	538	—
<i>Ludgate Hill</i> (T.S.) 102,398,399,	400	400	<i>Malacca</i> .....	198,199	—
	405	—	<i>Malolo</i> .....	540,542,548	—
<i>Ludgate Hill</i> (W.H.) 400,405,420	—	—	<i>Malta</i> .....	—	39
<i>Ludgate Hill</i> (W.F.L.) 405,420	—	—	<i>Mamari</i> .....	529,530	—
<i>Ludwig</i> .....	182,278,363	278	<i>Mammoth</i> .....	9,10	—
<i>Luisiana</i> .....	456,457	457	<i>Manchester Enterprise</i> .....	353	—
<i>Lumsden</i> .....	242	—	<i>Manchester Trader</i> .....	353	—
<i>Lusitania</i> (Cun.) 22,24,25,176,213,	42	42	<i>Manchuria</i> (R.S.) .....	288	—
	260,262	—	<i>Manchuria</i> (Am.) 288,314,391,	318	318
<i>Lusitania</i> (E.D.) .....	412	417		395,521,523	—
<i>Lutetia</i> .....	382,383	—	<i>Manchuria</i> (A.T.L.) 314,318,390,	395	395
<i>Lützow</i> .....	176,178	190		391,521,523	—
<i>Lycia</i> (Tem.) .....	224	—	<i>Manhattan</i> (L.N.Y.) .....	98,200	—
<i>Lycia</i> (E.D.) 224,408-410,413	415	415	<i>Manhattan</i> (Nat.) .....	205,391	—
<i>Lydian Monarch</i> (Wil.) 323,369,	325	325	<i>Manhattan</i> (Gui.) 227,231,236,	239	239
	399,405	—		237,308,365	—
<i>Lydian Monarch</i> (Mon.) 323,325,	369	369	<i>Manhattan</i> (Am.) .....	308	—
	368,399,405	—	<i>Manhattan</i> (A.T.L.) .....	391,392	—
<i>Lyonnais</i> .....	109	110	<i>Manhattan</i> (U.S.L.) 510-512	517	517
		—	<i>Manila</i> .....	39	—
<i>Maas</i> (P.R.) .....	283,294,302	—	<i>Manila</i> .....	347	—
<i>Maas</i> (H.A.) .....	294,295	302	<i>Manilla</i> .....	—	380
<i>Maasdam</i> (I) .....	295	302	<i>Manitoba</i> .....	388,389,408,410	393
<i>Maasdam</i> (II) .....	266,296,435	303	<i>Manitoban</i> .....	87,343,347	98
<i>Maasdam</i> (III) .....	299,301	304	<i>Manitou</i> (R.S.) .....	287,394	—
<i>Maasdam</i> (IV) .....	301	306	<i>Manitou</i> (Am.) .....	312	—
<i>Macassar</i> .....	129	—	<i>Manitou</i> (A.T.L.) 269,287,288,	394	394
<i>Macedonia</i> (Anc.) 141,143,200	152	152		292,312,389,391,392,421	—
<i>Macedonia</i> (N.S.N.) .....	472	473	<i>Manora</i> .....	371	—
		—	<i>Manouba</i> .....	423	—
		—	<i>Manuel Arnus</i> .....	430	432

	Text page	Fleet List page		Text page	Fleet List page
<i>Manuel Calvo</i> .....	186,429-431	431	<i>Massachusetts</i> .....	49	49
<i>Manuel L. Villaverde</i> .....	428	—	<i>Massachusetts (War.)</i> 227,228,239, 365	231	—
<i>Maplecove</i> .....	446	—	<i>Massachusetts (I) (A.T.L.)</i> 388, 389,408,410	393	—
<i>Mapledell</i> .....	446	—	<i>Massachusetts (II) (A.T.L.)</i> 390	394	—
<i>Mapleleaf</i> .....	416,447	—	<i>Massilia (I)</i> .....	382	—
<i>Marathon</i> .....	17	37	<i>Massilia (II)</i> .....	383	385
<i>Marburn</i> .....	102,442,443	449	<i>Matatua</i> .....	529,530	—
<i>Marco Minghetti</i> .....	—	380	<i>Matilde Peirce</i> .....	467	—
<i>Marco Polo</i> .....	455,492	—	<i>Matsonia</i> .....	540,542,548	—
<i>Maréchal Gallieni</i> .....	188	—	<i>Matteo Bruzzo</i> .....	434	—
<i>Marengo (I)</i> .....	322	325	<i>Maua</i> .....	525	—
<i>Marengo (II)</i> .....	324	—	<i>Maunalei</i> .....	503	—
<i>Marglen</i> .....	103,304,442,443	450	<i>Maunawili</i> .....	503	—
<i>Maria Cristina</i> .....	467	—	<i>Mauretania (I)</i> 22,24-26,28,29,176, 179,213,260	42	—
<i>Maria Pipa</i> .....	523	—	<i>Mauretania (II)</i> .....	30-33	47
<i>Marigold</i> .....	515,523	—	<i>Mauritius</i> .....	81	—
<i>Marina (I)</i> .....	341	—	<i>Mayflower</i> 247,268,293,334,336, 337	252	—
<i>Marina (II)</i> .....	343-345	348	<i>Mayumba</i> .....	408	—
<i>Marine Falcon</i> .....	—	517	<i>Meade</i> .....	70,316	—
<i>Marine Flasher</i> .....	512	517	<i>Media</i> .....	32	47
<i>Marine Jumper</i> .....	—	518	<i>Median</i> .....	335	—
<i>Marine Marlin</i> .....	512	517	<i>Medic</i> .....	258	—
<i>Marine Perch</i> .....	512	517	<i>Medina</i> .....	101,280	—
<i>Marine Shark</i> .....	—	518	<i>Medina Victory</i> .....	346,348	—
<i>Marine Tiger</i> .....	—	518	<i>Medway</i> .....	223,224	225
<i>Marino</i> .....	410	415	<i>Megali Hellas</i> .....	473	474
<i>Mariposa (Dom.)</i> .....	246,410,415	251	<i>Megantic (W.S.)</i> 248,249,260-262, 264,265	268	—
<i>Mariposa (A.T.L.)</i> 388,408,409,415	—	—	<i>Megantic (W.F.L.)</i> 420,421	—	—
<i>Mariposa (E.D.)</i> 246,251,388, 408-410	415	—	<i>Mekke</i> .....	101,281	—
<i>Mariposa</i> .....	541,542	—	<i>Melita (Cun.)</i> .....	226,227,230	36
<i>Mark</i> .....	498	—	<i>Melita (War.)</i> .....	36,226,227	230
<i>Marloch</i> .....	103,442,443	449	<i>Melita (C.P.)</i> 440,441,443,445	450	—
<i>Marmara</i> .....	101,280	—	<i>Melrose</i> .....	410,413	416
<i>Marmora</i> .....	48,49	48	<i>Meltonian</i> .....	421	—
<i>Marmora (L. &amp; C.)</i> .....	242	—	<i>Melville</i> .....	413	418
<i>Marne</i> .....	517	—	<i>Memfi</i> .....	379	—
<i>Marques de Comillas</i> 430,431	433	—	<i>Memnon (A.T.L.)</i> 388,389,408, 409,414	—	—
<i>Marquette (R.S.)</i> .....	287,393	—	<i>Memnon (E.D.)</i> 388,389,408-410, 413	414	—
<i>Marquette (Am.)</i> .....	312	—	<i>Memphian</i> .....	335	—
<i>Marquette (A.T.L.)</i> 287,312,389, 391,422	393	—	<i>Memphis (Dom.)</i> .....	243,244	249
<i>Mars</i> .....	385	—	<i>Memphis (I) (A.T.L.)</i> 387,388,407, 408,410,414	—	—
<i>Marseille</i> .....	397	—	<i>Memphis (II) (A.T.L.)</i> .....	390	—
<i>Marsella</i> .....	427	—	<i>Memphis (E.D.)</i> .....	387,407-410	414
<i>Martello</i> .....	322	325	<i>Mendoza</i> .....	381,456,457	—
<i>Martha Washington (U.A.)</i> 453, 454,492	455	455	<i>Menominee (R.S.)</i> .....	287,393	—
<i>Martha Washington (Cos.)</i> 455, 491,492	492	—	<i>Menominee (Am.)</i> .....	312	—
<i>Martinique</i> .....	210	—	<i>Menominee (A.T.L.)</i> 287,312,389, 391,392,421	393	—
<i>Marvale</i> .....	103,442	450	<i>Mentana</i> .....	127,250	—
<i>Mary Beyts</i> .....	343,347	—			
<i>Mary Louisa</i> .....	361	—			
<i>Maryland (I)</i> .....	387,388,391	—			
<i>Maryland (II)</i> .....	391-393	—			
<i>Masaniello</i> .....	487	—			



	Text page	Fleet List page		Text page	Fleet List page
<i>Mentana</i> .....	128	—	<i>Minnesota</i> (Gui.) 227,231,236,237,	239	
<i>Mercator</i> .....	330,331	331		308	
<i>Mercian</i> .....	421	—	<i>Minnesota</i> (Sta.) .....	279	280
<i>Mercury</i> .....	187	—	<i>Minnesota</i> (Am.) .....	308	—
<i>Merion</i> (Dom.) .....	247,312,318	252	<i>Minnesota</i> (I) (A.T.L.) 387,388,391	—	
<i>Merion</i> (Am.) 247,252,312,313	318		<i>Minnesota</i> (II) (A.T.L.) 391,392	395	
<i>Merrimac</i> (N.Y.H.) .....	60,234	—	<i>Minnesota</i> (III) (A.T.L.) 289,292,	396	
<i>Merrimac</i> (N.A.L.) .....	234	—		393	
<i>Merrimac</i> (A.T.L.) .....	388,408,414	—	<i>Minnetonka</i> (R.S.) 289,290,392,	293	
<i>Merrimac</i> (E.D.) .....	388,408,409	414		395	
<i>Merton Hall</i> .....	343,347	—	<i>Minnetonka</i> (I) (A.T.L.) 390	394	
<i>Mesaba</i> (Am.) .....	312	—	<i>Minnetonka</i> (II) (A.T.L.) 289,293,	395	
<i>Mesaba</i> (I) (A.T.L.) 312,389-391,	394			392,393	
	422		<i>Minnewaska</i> (R.S.) 289,290,392,	293	
<i>Mesaba</i> (II) (A.T.L.) .....	392	—		395	
<i>Metagama</i> .....	439-443,445	449	<i>Minnewaska</i> (I) (A.T.L.) 130,389	393	
<i>Meteoro</i> .....	186,429	—	<i>Minnewaska</i> (II) (A.T.L.) 259,	394	
<i>Mexico</i> (C.G.T.) .....	212	—		267,390	
<i>Mexico</i> (A.T.L.) 388,389,408,409,	—		<i>Minnewaska</i> (III) (A.T.L.) 390,391	395	
	414		<i>Minnewaska</i> (IV) (A.T.L.) 289,	395	
<i>Mexico</i> (E.D.) 388,389,408-410	414			293,392,393	
<i>Mexico</i> (C.T.E.) .....	428	—	<i>Minnie Schiffer</i> .....	163	—
<i>Mexico</i> .....	435	—	<i>Minsk</i> .....	367	—
<i>Méxique</i> .....	214,221	—	<i>Miramar</i> .....	302	—
<i>Michigan</i> (I) (Nat.) 205,389	—		<i>Missanabie</i> .....	439	449
<i>Michigan</i> (II) (Nat.) 205,390,391,	—		<i>Mississippi</i> .....	35	—
	416		<i>Mississippi</i> (N.Y.H.) 60,234	61	
<i>Michigan</i> (War.) .....	228,229	232	<i>Mississippi</i> (B.A.S.) .....	199	—
<i>Michigan</i> (I) (A.T.L.) .....	387	—	<i>Mississippi</i> (Nat.) .....	205,389	—
<i>Michigan</i> (II) (A.T.L.) 387-389	—		<i>Mississippi</i> (N.A.L.) 61,234	—	
<i>Michigan</i> (III) (A.T.L.) .....	390	—	<i>Mississippi</i> (Dom.) .....	243,244	249
<i>Michigan</i> (IV) (A.T.L.) 391,392	—		<i>Mississippi</i> (I) (A.T.L.) 387-389,	—	
<i>Midnight Sun</i> .....	184	—		408	
<i>Mikado</i> .....	280	281	<i>Mississippi</i> (II) (A.T.L.) 287,292,	395	
<i>Milanese</i> .....	361,362	363		390	
<i>Milano</i> .....	129	—	<i>Mississippi</i> (III) (A.T.L.) 391-393	—	
<i>Milazzo</i> (N.G.I.) .....	487	—	<i>Missouri</i> (H. & D.) .....	52	53
<i>Milazzo</i> (I) (Tr.) .....	487	—	<i>Missouri</i> (War.) .....	228	232
<i>Milazzo</i> (II) (Tr.) .....	487	—	<i>Missouri</i> (Dom.) 98,127,243,244	249	
<i>Milwaukee</i> (Hapag.) 124-126	135		<i>Missouri</i> (I) (A.T.L.) 366,387-389	—	
<i>Milwaukee</i> (E.D.) 410,413,437,447	415		<i>Missouri</i> (II) (A.T.L.) .....	390	394
<i>Milwaukee</i> (C.P.) .....	415,437	447	<i>Missouri</i> (III) (A.T.L.) 391-393	—	
<i>Mininster Roon</i> .....	169,170	184	<i>Missourian</i> .....	394	—
<i>Minna</i> .....	110	—	<i>Mitau</i> .....	460,498	461
<i>Minna</i> (M.) .....	242	—	<i>Mobile</i> (W.S.) 134,263,474,503	—	
<i>Minneapolis</i> (Am.) .....	312	—	<i>Mobile</i> (I) (A.T.L.) 388,389,408,	393	
<i>Minneapolis</i> (A.T.L.) 312,390	394			410,415	
<i>Minnedosa</i> .....	440,441,443,445	450	<i>Mobile</i> (II) (A.T.L.) .....	390	—
<i>Minnehaha</i> (Am.) .....	312	—	<i>Mobile</i> (E.D.) 388,389,393,408,410	415	
<i>Minnehaha</i> (A.T.L.) 312,390,391	394		<i>Moçambique</i> .....	423	—
<i>Minnekahda</i> (Am.) 314,395	318		<i>Moewe</i> .....	417,439,448	—
<i>Minnekahda</i> (I) (A.T.L.) 390,395	—		<i>Mohamed Ali El Kebir</i> .....	539	539
<i>Minnekahda</i> (II) (A.T.L.) 314,318,	395		<i>Mohawk</i> (I) (A.T.L.) 388,389,408,	393	
	391-393			410,414	
<i>Minnelora</i> .....	390,395	—	<i>Mohawk</i> (II) (A.T.L.) .....	389	394
<i>Minnequa</i> .....	524	—	<i>Mohawk</i> (E.D.) 388,389,393,408,	414	
<i>Minnesota</i> (War.) .....	227,228,239	231		410	

	Text page	Fleet List page		Text page	Fleet List page
<i>Mohegan</i> .....	389	394	<i>Montnairn</i> .....	190,443	451
<i>Moltke</i> 119,120,122,462,464		132	<i>Montpelier</i> .....	410,413	416
<i>Monarch</i> .....	410,413	415	<i>Montréal</i> .....	212	—
<i>Monarch of Bermuda</i> .....	355,356	—	<i>Montreal (Dom.)</i> .....	245	250
<i>Monasterio de Guadalupe</i> .....	433	—	<i>Montreal (E.D.)</i> .....	413,437,448	417
<i>Monasterio de la Rabida</i> .....	433	—	<i>Montreal (I) (C.P.)</i> .....	417,437-439	448
<i>Mongibello (I)</i> .....	465	—	<i>Montreal (II) (C.P.)</i> .....	386,442,443	451
<i>Mongibello (II)</i> .....	466	—	<i>Montrose (E.D.)</i> 410,412,413,437,		415
<i>Mongibello (III)</i> .....	467	—		447	
<i>Mongolia (R.S.)</i> .....	288	—	<i>Montrose (I) (C.P.)</i> .....	415,437-439	447
<i>Mongolia (Am.)</i> 288,314,391,395,		318	<i>Montrose (II) (C.P.)</i> .....	441,443,445	451
	521,523		<i>Montroyal</i> .....	442,443	448
<i>Mongolia (A.T.L.)</i> 314,318,390,		395	<i>Montserrat</i> .....	130,428-430	431
	391,521,523		<i>Moraitis</i> .....	465,471,474	465
<i>Mongolia</i> .....	543	—	<i>Moravia</i> .....	114,115	129
<i>Mongolian</i> .....	90,95	101	<i>Moravian</i> .....	86,87	98
<i>Monmouth (G.W.S.)</i> .....	273	—	<i>Moreas (Byr.)</i> .....	156,473	474
<i>Monmouth (I) (E.D.)</i> .....	410	416	<i>Moreas (N.S.N.)</i> .....	156	474
<i>Monmouth (II) (E.D.)</i> 413,437,448		417	<i>Mormacmail</i> .....	549	—
<i>Monmouth (C.P.)</i> .....	417,437	448	<i>Mormugão</i> .....	500	500
<i>Mont Blanc</i> .....	363	—	<i>Morning Star</i> .....	—	61
<i>Montana (Gui.)</i> .....	236,237	239	<i>Morocco</i> .....	17	—
<i>Montana (I) (A.T.L.)</i> 387,388,391		—	<i>Mosel</i> .....	169-171	184
<i>Montana (II) (A.T.L.)</i> .....	392,393	—	<i>Moskva (I)</i> .....	127,458	—
<i>Montauk (A.T.L.)</i> .....	392,393	—	<i>Moskva (II)</i> .....	130,459,492	459
<i>Montauk (E.D.)</i> .....	410,413	416	<i>Mount Carroll</i> .....	123,124,501-503	503
<i>Montcalm (E.D.)</i> 410,413,437,447		415	<i>Mount Clay</i> .....	123,124,501,503	503
<i>Montclam (I) (C.P.)</i> .....	415,437,439	447	<i>Mount Clinton</i> .....	123,124,501-503	503
<i>Montcalm (II) (C.P.)</i> .....	442	—	<i>Mount Royal (E.D.)</i> 410,413,437,		416
<i>Montcalm (III) (C.P.)</i> 441-443,446		451		447	
<i>Montclair</i> .....	410,413	416	<i>Mount Royal (C.P.)</i> .....	416,437,439	447
<i>Montclare</i> .....	441,443	451	<i>Mount Temple (E.D.)</i> 413,437,448		417
<i>Monte Grappa</i> .....	519	520	<i>Mount Temple (C.P.)</i> 417,437-439		448
<i>Monte Videan</i> .....	89	100	<i>Mount Vernon (U.S.M.)</i> 190,496,		—
<i>Monteagle (E.D.)</i> 410,412,413,		417		507	
	437,447		<i>Mount Vernon</i> .....	512,517	—
<i>Monteagle (C.P.)</i> 417,437,438,442		447	<i>Mouzinho</i> .....	467	—
<i>Monteith</i> .....	190,443	451	<i>Möwe</i> .....	167	—
<i>Montenegro</i> .....	410,413	416	<i>München (I)</i> .....	171,174	186
<i>Monterey (E.D.)</i> 410,412,413,437,		416	<i>München (II)</i> .....	177,270,506	191
	447		<i>München (III)</i> .....	178-180	191
<i>Monterey (C.P.)</i> .....	416,437	447	<i>Munster</i> .....	162,163,166	—
<i>Montevideo (C.T.E.)</i> .....	428-430	431	<i>Murciano</i> .....	231,283	—
<i>Montevideo (I) (L.V.)</i> .....	433	—	<i>Murrumbidgee</i> .....	402,403	—
<i>Montevideo (II) (L.V.)</i> .....	128,434	—			
<i>Montezuma (A.T.L.)</i> 388,408,409,		—			
	414				
<i>Montezuma (I) (E.D.)</i> 388,408-410		414	<i>Nansemond</i> .....	131	—
<i>Montezuma (II) (E.D.)</i> 410,413,		417	<i>Nantes</i> .....	397	—
	437,448		<i>Napoléon</i> .....	397	—
<i>Montezuma (C.P.)</i> .....	417,437,439	448	<i>Napoléon III</i> .....	208,209	218
<i>Montfort (E.D.)</i> 410,412,413,437,		417	<i>Napoletano</i> .....	70,316	—
	447		<i>Napoli (Anc.)</i> .....	139,141,143	151
<i>Montfort (C.P.)</i> .....	417,437,438	447	<i>Napoli (N.G.I.)</i> .....	377,467	381
<i>Monticello</i> .....	189	—	<i>Napoli (L.V.)</i> .....	434	—
<i>Monticello</i> .....	464,534	—	<i>Napoli (It.)</i> .....	376,380,470,487	471
<i>Montlaurier</i> .....	190,442,443	451	<i>Napoli (Tr.)</i> .....	380,471,487	—



	Text page	Fleet List page		Text page	Fleet List page
<i>Napolitan Prince</i> .....	422	423	<i>Niger</i> .....	223	—
<i>Naronic</i> .....	256	—	<i>Nijni Novgorod</i> .....	127,458	—
<i>Nashville (Col.)</i> .....	61	57	<i>Nikolaieff</i> .....	130	—
<i>Nashville (N.Y.H.)</i> .....	57,60	61	<i>Nile</i> .....	223	—
<i>Nassau</i> .....	543	—	<i>Nomadic</i> .....	256,259	—
<i>Natale</i> .....	269,292,394,421	—	<i>Noordam (I)</i> .....	297-299,484,486	304
<i>Nautique</i> .....	69,250	—	<i>Noordam (II)</i> .....	300,301	305
<i>Navarino</i> .....	321,322	324	<i>Noordland (R.S.)</i> .....	285-287,312,317	291
<i>Nazario Sauro</i> .....	483	—	<i>Noordland (Am.)</i> .....	287,291,312	317
<i>Nea Hellas</i> .....	157,535,536	536	<i>Nord America (I)</i> .....	433,434	—
<i>Nebo</i> .....	342	—	<i>Nord America (II)</i> .....	434	435
<i>Nebraska</i> .....	227,231,236,237	239	<i>Nordamerika</i> .....	111	—
<i>Neckar (I)</i> .....	170,171	184	<i>Norge (Thi.)</i> .....	331,366,367,423-425	367
<i>Neckar (II)</i> .....	174,178,497,514	189	<i>Norge (S.A.L.)</i> .....	367,423,424	425
<i>Nederland</i> .....	284-287	290	<i>Norman</i> .....	357	—
<i>Nelly</i> .....	549	—	<i>Norman Monarch</i> .....	368	—
<i>Nemesis (Cun.)</i> .....	183,285,291,370	39	<i>Normandie</i> .....	219	—
<i>Nemesis (Inm.)</i> .....	39,183	71	<i>Normandie</i> .....	30,180,215,216	222
<i>Nemesis (N.D.L.)</i> .....	39,169	183	<i>Normannia</i> .....	116,118,212,220,429	130
<i>Nemesis (A.R.)</i> .....	39,361,362	—	<i>Norna</i> .....	200	—
<i>Nemesis (R.N.)</i> .....	39,370	—	<i>Norse King</i> .....	362	363
<i>Nepaul</i> .....	320	—	<i>Norseman (War.)</i> .....	228	232
<i>Nepthis</i> .....	227	231	<i>Norseman (Dom.)</i> .....	131	—
<i>Neptune</i> .....	234	—	<i>North America</i> .....	72	—
<i>Neptunia (Cos.)</i> .....	492,532	—	<i>North American</i> .....	84,85,87	96
<i>Neptunia (Ita.)</i> .....	532	—	<i>North Briton</i> .....	84,85,162	96
<i>Neptunia (G.S.N.)</i> .....	535,536	536	<i>North Star</i> .....	104,105	105
<i>Nereus</i> .....	234	—	<i>Northern Light (Van.)</i> .....	105	—
<i>Nerthe</i> .....	128	—	<i>Northern Light (N.Y.B.)</i> .....	240,241	—
<i>Nestorian</i> .....	86	98	<i>Northland</i> .....	248,262,288,292	268
<i>Neustria</i> .....	383,384	385	<i>Nortonian</i> .....	336	—
<i>Nevada</i> .....	236-238,246,251	239	<i>Norway</i> .....	86	—
<i>New England</i> .....	103,246,247,267,450	252	<i>Norwegian (I) (All.)</i> .....	85	97
<i>New Rochelle (B.S.C.)</i> .....	133,494,495,497,514	—	<i>Norwegian (II) (All.)</i> .....	70,89,91,239	100
<i>New Rochelle (U.S.M.)</i> .....	133,495,496,514	497	<i>Norwegian (Ley.)</i> .....	336	—
<i>New York (H. &amp; D.)</i> .....	52	53	<i>Notting Hill</i> .....	208,398,399	400
<i>New York (G.N.Y.)</i> .....	73	73	<i>Nouveau Monde</i> .....	208,209	218
<i>New York (Hapag.)</i> .....	124,126	135	<i>Nova Scotia (I)</i> .....	229,230,356	233
<i>New York (N.D.L.)</i> .....	167-170	182	<i>Nova Scotia (II)</i> .....	230,356	233
<i>New York (B.A.S.)</i> .....	198	—	<i>Nova Scotian</i> .....	84,85,87	96
<i>New York (Am.)</i> .....	71,309-314,518	316	<i>Nubian (Ley.)</i> .....	336	—
<i>New York (P.N.)</i> .....	316,518	—	<i>Nubian (Un.)</i> .....	401	401
<i>New York (G.S.N.)</i> .....	157,536	536	<i>Nueva Señora de Guadalupe</i> .....	428	—
<i>Newcastle City</i> .....	349-351	357	<i>Numidian</i> .....	90,95	101
<i>Newfoundland (All.)</i> .....	87	—	<i>Nürnberg</i> .....	170	184
<i>Newfoundland (I) (War.)</i> .....	229,230,356	233	<i>Nyanza (War.)</i> .....	227,231,275	—
<i>Newfoundland (II) (War.)</i> .....	230,356	233	<i>Nyanza (L. &amp; M.)</i> .....	274	—
<i>Newfoundland (Fur.)</i> .....	359	—	<i>Nyassa</i> .....	190	—
<i>Niagara (Cun.)</i> .....	60	35	<i>Oakleaf</i> .....	417,448	—
<i>Niagara (C.G.T.)</i> .....	212-214,216	221	<i>Obdam</i> .....	296,316,458	303
<i>Niagara (E.D.)</i> .....	410	415	<i>Ocean</i> .....	200	—
<i>Nicolai II</i> .....	424	—	<i>Ocean King</i> .....	224,364	364
<i>Nieuw Amsterdam (I)</i> .....	297-299	304	<i>Ocean Queen (Van.)</i> .....	105	105
<i>Nieuw Amsterdam (II)</i> .....	300,301	305	<i>Ocean Queen (N.Y.B.)</i> .....	241	—

	Text page	Fleet List page		Text page	Fleet List page
<i>Oceana</i> .....	119,432	133	<i>Ormuz</i> .....	179,191	—
<i>Oceania</i> (L.V.) .....	434,435	435	<i>Oropesa</i> .....	504,505	506
<i>Oceania</i> (U.A.) .....	453,454	455	<i>Orthia</i> .....	343	347
<i>Oceania</i> (Cos.) .....	492,532	—	<i>Osborne</i> .....	363	—
<i>Oceania</i> (Ita.) .....	532	—	<i>Oscar II</i> .....	424,425	425
<i>Oceanic</i> (I) .....	19,253-257	266	<i>Oslofjord</i> (I) .....	481	482
<i>Oceanic</i> (II) .....	257-259,261	267	<i>Oslofjord</i> (II) .....	482	482
<i>Oceanic</i> (III) .....	265	270	<i>Othello</i> (I) .....	321,322	324
<i>Odenwald</i> .....	126	—	<i>Othello</i> (II) .....	323,324	326
<i>Oder</i> (Hapag.) .....	111	—	<i>Otranto</i> .....	322	325
<i>Oder</i> (N.D.L.) .....	170,171	184	<i>Ottawa</i> (C.S.N.) .....	78	79
<i>Odessa</i> .....	130	—	<i>Ottawa</i> (All.) .....	86,87,223,225	98
<i>Ohio</i> (Inm.) .....	309,315	71	<i>Ottawa</i> (B.C.) .....	86,98,223	225
<i>Ohio</i> (N.D.L.) .....	168	183	<i>Ottawa</i> (I) (Dom.) .....	245,266	251
<i>Ohio</i> (L.N.Y.) .....	200	—	<i>Ottawa</i> (II) (Dom.) .....	247,248,258,	252
<i>Ohio</i> (Am.) .....	71,307,309,310	315		313,318,498	
<i>Ohio</i> (Wil.) .....	323,324,369,405	325	<i>Ottawa</i> (Fur.) .....	352	358
<i>Ohio</i> (R.M.) .....	191,264,270,505,506	506	<i>Ottoman</i> (War.) .....	228,246	232
<i>Oil Rivers</i> .....	408	—	<i>Ottoman</i> (Dom.) .....	232,246	—
<i>Old North State</i> (U.S.M.) .....	495,507,	496	<i>Ourcq</i> .....	516	—
	515,523		<i>Oxenholme</i> .....	127	—
<i>Old North State</i> (U.S.L.) .....	496,507,	515	<i>Oxford</i> .....	273	—
	508				
<i>Oldenburg</i> .....	171,174	186	<i>P. Caland</i> .....	294,296	302
<i>Olinde Rodrigues</i> .....	—	219	<i>P. de Satrustegui</i> .....	429,430	432
<i>Olympia</i> (Anc.) .....	140,144	153	<i>Pacific</i> (Col.) .....	16,55-57,107,254	57
<i>Olympia</i> (G.S.N.) .....	535,536	536	<i>Pacific</i> (Gal.) .....	161,162	166
<i>Olympic</i> (Cun.) .....	29	46	<i>Pacific</i> (W.S.) .....	254,266	—
<i>Olympic</i> (W.S.) .....	24,29,46,121,	268	<i>Pacifica</i> .....	128	—
	260-263,313		<i>Palatia</i> .....	117,120	130
<i>Olympus</i> .....	—	38	<i>Palermo</i> (Flo.) .....	338	—
<i>Omar</i> .....	187,473,474	—	<i>Palermo</i> (I) (N.G.I.) .....	376,377	380
<i>Onda</i> .....	519	—	<i>Palermo</i> (II) (N.G.I.) .....	377,467	381
<i>Onega</i> .....	303,458	—	<i>Palestine</i> (Cun.) .....	96,227,231,250	37
<i>Ontarian</i> (All.) .....	94,344	—	<i>Palestine</i> (All.) .....	37	96
<i>Ontarian</i> (Don.) .....	344	—	<i>Palestine</i> (War.) .....	37,227,228	231
<i>Ontario</i> (C.S.N.) .....	78,110	79	<i>Palestine</i> (Dom.) .....	37,231,244	250
<i>Ontario</i> (Nat.) .....	202	206	<i>Pallanza</i> .....	122	—
<i>Ontario</i> (A.S.C.) .....	241	242	<i>Palmyra</i> .....	—	39
<i>Ontario</i> (Dom.) .....	244,246	250	<i>Panama</i> (C.G.T.) .....	208,209	218
<i>Ontario</i> (Wil.) .....	323,324,369,405	325	<i>Panama</i> (C.T.E.) .....	428	—
<i>Ontario</i> (W.F.L.) .....	405,420	—	<i>Panamanian</i> .....	395,523	—
<i>Oracabessa</i> .....	358	—	<i>Panhandle State</i> (U.S.M.) .....	495,507,	496
<i>Orbita</i> .....	504-506	506		515,523	
<i>Orca</i> .....	264,270,505,506	506	<i>Panhandle State</i> (U.S.L.) .....	496,507,	515
<i>Orchis</i> .....	342	—		508	
<i>Orduña</i> (Cun.) .....	24-26,504,506	43	<i>Pannonia</i> .....	22,24,25,148	41
<i>Orduña</i> (R.M.) .....	43,504-506	506	<i>Paolo Toscanelli</i> .....	533	—
<i>Oregon</i> (Cun.) .....	20,185,238,240	40	<i>Paraguay</i> (L.N.Y.) .....	200	200
<i>Oregon</i> (Gui.) .....	20,40,238	240	<i>Paraguay</i> (S.A.L.) .....	425	—
<i>Oregon</i> (Dom.) .....	245,246,352,358	251	<i>Parana</i> (Gal.) .....	162,164	166
<i>Oregon</i> (Fur.) .....	251,352	358	<i>Parana</i> (L.N.Y.) .....	200,320	200
<i>Oregon</i> (S.A.L.) .....	424	—	<i>Parana</i> (Hug.) .....	200,320	—
<i>Oriental</i> .....	12	—	<i>Paris</i> (C.G.T.) .....	213,214,216,217	221
<i>Orion</i> .....	133	—	<i>Paris</i> (Am.) .....	71,309-312	316
<i>Orissa</i> .....	110	—			
<i>Orizaba</i> .....	493	493			



	Text page	Fleet List page		Text page	Fleet List page
<i>Paris</i> (C.C.)	397	—	<i>Pesaro</i>	132,462,463	464
<i>Paris</i> (C.T.E.)	427	—	<i>Peter Jebsen</i>	271	271
<i>Parisian</i>	20,88-90,92-95,245	100	<i>Petersburg</i>	128,458	—
<i>Parthenia</i>	343-345	348	<i>Petersburg</i>	459	459
<i>Parthia</i> (I)	18,19,21,436	39	<i>Petrel</i>	80	—
<i>Parthia</i> (II)	32	47	<i>Petropolis</i>	112,127	—
<i>Paspebiac</i>	426	426	<i>Philadelphia</i> (Am.)	312-314,520	316
<i>Patria</i> (Hapag.)	117,118	130	<i>Philadelphia</i> (N.Y.N.)	316,520	—
<i>Patria</i> (Fab.)	382,383	—	<i>Philadelphian</i>	333,334	—
<i>Patria</i> (I) (Fab.)	129,384	385	<i>Philadelphie</i>	52	53
<i>Patria</i> (II) (Fab.)	384	386	<i>Philippines</i>	131,455	—
<i>Patricia</i>	117,120,122	132	<i>Phoenixian</i>	87-90,170	98
<i>Patrie</i>	347	—	<i>Phönicia</i>	117,120	130
<i>Patriota</i>	118,130,220,429	—	<i>Piave</i>	519	520
<i>Patris</i>	472,473	473	<i>Picardie</i>	210	219
<i>Pavia</i>	131	—	<i>Picqua</i>	360	—
<i>Pavonia</i>	20	40	<i>Piemonte</i> (L.V.)	358	—
<i>Pawnee</i>	360	—	<i>Piemonte</i>	450	—
<i>Peconic</i>	360	—	<i>Piemontese</i>	127,250	—
<i>Pedro Tercero</i>	37	—	<i>Piero Moroncelli</i>	131	—
<i>Peloro</i> (Flo.)	339,374	340	<i>Pieter de Coninck</i>	331,367	331
<i>Peloro</i> (N.G.I.)	374	—	<i>Pietro Calvi</i>	187	—
<i>Pembroke</i> (War.)	227,228,283	231	<i>Pilsudski</i>	526,527	527
<i>Pembroke</i> (S.W.A.)	227,231,282	283	<i>Pina</i>	250	—
<i>Peninsula State</i>	508	515	<i>Pioneer</i>	74	74
<i>Peninsular</i>	402	403	<i>Pittsburgh</i> (W.S.)	264,289,293,305, 314,318,531	270
<i>Pennland</i> (I) (R.S.)	39,285,286, 310,312,317	291	<i>Pittsburgh</i> (R.S.)	270,289,531	293
<i>Pennland</i> (II) (R.S.)	289,290,300, 530,531	293	<i>Pittsburgh</i> (Am.)	264,270,293,313, 314,531	318
<i>Pennland</i> (H.A.)	293,300,530,531	305	<i>Plantain</i>	360	—
<i>Pennland</i> (Am.)	286,291,310,312	317	<i>Plantyn</i>	330,331	331
<i>Pennland</i> (Ber.)	290,293,300,530	531	<i>Plassey</i>	407-409	414
<i>Pennsylvania</i> (Inm.)	309	71	<i>Plata</i>	374	379
<i>Pennsylvania</i> (Hapag.)	117,120,122	131	<i>Plattsburg</i>	313,316	—
<i>Pennsylvania</i> (Nat.)	197,201,203	206	<i>Pocahontas</i> (M.N.Y.)	360	—
<i>Pennsylvania</i> (Sta.)	101,279	280	<i>Pocahontas</i> (U.S.M.)	188,496	497
<i>Pennsylvania</i> (R.S.)	286,310,315	291	<i>Pocasset</i>	360	—
<i>Pennsylvania</i> (Am.)	286,291,307, 309,310	315	<i>Poland</i> (W.S.)	263,292	269
<i>Péire</i>	208,210,211	218	<i>Poland</i> (R.S.)	263,269,288,391, 394,421	292
<i>Persia</i> (Cun.)	15,36	—	<i>Poland</i> (A.T.L.)	263,269	—
<i>Persia</i> (Cun.)	16-18,56,105,164	37	<i>Polar Chief</i>	415,447	—
<i>Persia</i> (Hapag.)	117,118,389,393	130	<i>Polaria</i> (Hapag.)	115,372,373	129
<i>Persia</i>	267	—	<i>Polaria</i> (Car.)	115,129,372	373
<i>Persia Maru</i>	267	—	<i>Poleric</i>	42,326,477	—
<i>Persian</i>	333	—	<i>Pollux</i>	370	370
<i>Persian Monarch</i> (Wil.)	323,369, 399,405	325	<i>Polonia</i> (Hapag.)	128	—
<i>Persian Monarch</i> (Mon.)	323,325, 368,399,405	369	<i>Polonia</i> (U.A.)	132,454	455
<i>Perugia</i>	147,148	156	<i>Polonia</i> (B.A.L.)	461,499,526,527	500
<i>Perusia</i>	39,285	291	<i>Polonia</i> (G.A.)	461,500,526,527	527
<i>Peruvian</i> (Inm.)	—	71	<i>Polynesia</i> (Hapag.)	115,372,373	129
<i>Peruvian</i> (All.)	71,86,87,90	97	<i>Polynesia</i> (II) (Hapag.)	529	—
<i>Peruvian</i> (War.)	198,226	230	<i>Polynesia</i> (Car.)	115,129,372	373
<i>Peruvian</i> (Hug.)	198	—	<i>Polynesian</i>	87,89,90,343,347	99
			<i>Pomeranian</i> (All.)	90,91,94,95,369, 449	100

	Text page	Fleet List page		Text page	Fleet List page
<i>Pomeranian (C.P.)</i> .....	100	449	<i>President Taft</i> .....	508	515
<i>Pommerania</i> .....	113,114	128	<i>President Taylor</i> .....	515,523	—
<i>Pompei</i> .....	129	—	<i>President Tyler</i> .....	522	—
<i>Pompeji</i> .....	129	—	<i>President Van Buren (U.S.L.)</i>	496, 508	515
<i>Ponca</i> .....	360	—	<i>President Van Buren (I) (D.)</i>	515	523
<i>Pontiac</i> .....	360	—	<i>President Van Buren (II) (A.P.L.)</i>	522	—
<i>Port de St. Nazaire</i> .....	132	—	<i>President Wilson (I) (D.)</i> .....	521	523
<i>Port Henderson</i> .....	412,416	—	<i>President Wilson (II) (A.P.L.)</i>	522	—
<i>Port Morant</i> .....	412	—	<i>Presidente Wilson</i> .....	455,491,492	492
<i>Porto Said</i> .....	416	—	<i>Pretoria</i> .....	117,118,120,122	131
<i>Potillipo (S.A.)</i> .....	487	—	<i>Pretorian (All.)</i> .....	92,93,95,449	102
<i>Potillipo (Tr.)</i> .....	487	—	<i>Pretorian (C.P.)</i> .....	102,440-442	449
<i>Potomac (War.)</i> .....	227,231	—	<i>Preussen</i> .....	171	—
<i>Potomac (U.S.M.)</i>	189,496,507,514	497	<i>Prince Albert</i> .....	108,161-165	165
<i>Potomac (U.S.L.)</i>	189,497,507,508	514	<i>Princess</i> .....	185	—
<i>Potsdam</i> .....	297-299,484,486	304	<i>Princess Charlotte</i> .....	108	—
<i>Powhatan</i> .....	133,497,514	—	<i>Princess Matoika (U.S.M.)</i>	189, 496,507,514	497
<i>Powhatan (I) (M.N.Y.)</i> .....	360	—	<i>Princess Matoika (U.S.L.)</i>	189, 497,507,508	514
<i>Powhatan (II) (M.N.Y.)</i> .....	360	—	<i>Princess of Wales</i> .....	184	—
<i>Poznan</i> .....	498	—	<i>Princetown</i> .....	133	—
<i>President</i> .....	6,7	7	<i>Principe di Piemonte</i>	43,462,479, 480	464
<i>President Adams (U.S.L.)</i>	497,508	515	<i>Principe di Udine</i> .....	462	464
<i>President Adams (I) (D.)</i>	515,522	523	<i>Principe Umberto</i> .....	375,377	—
<i>President Adams (II) (A.P.L.)</i>	522	—	<i>Principello</i> .....	43,464,478,479	480
<i>President Arthur</i> .....	189,497,508	514	<i>Principessa Giovanna</i> .....	533	—
<i>President Buchanan</i> .....	515,523	—	<i>Principessa Jolanda</i> .....	456	—
<i>President Cleveland</i> .....	522	—	<i>Principessa Mafalda (N.G.I.)</i>	377, 457	—
<i>President Fillmore (U.S.L.)</i>	133, 497,508	514	<i>Principessa Mafalda (L.I.)</i>	377, 456,457	—
<i>President Fillmore (I) (D.)</i>	133, 508,514,521	523	<i>Prins Alexander</i> .....	547	—
<i>President Fillmore (II) (D.)</i>	395,521	523	<i>Prins Johan Willem Frisco</i>	547	—
<i>President Fillmore (III) (A.P.L.)</i>	515,523	—	<i>Prins Willem van Oranje</i> .....	547	547
<i>President Garfield (U.S.L.)</i>	497,508	515	<i>Prinz Adalbert</i> .....	121,122	133
<i>President Garfield (I) (D.)</i>	515,522	523	<i>Prinz Eitel Friedrich (Hapag.)</i>	220	—
<i>President Garfield (II) (A.P.L.)</i>	522	—	<i>Prinz Eitel Friedrich (N.D.L.)</i>	176, 178,503	—
<i>President Grant (Hapag.)</i>	120-122, 422,509,516	133	<i>Prinz Friedrich Wilhelm (N.D.L.)</i>	177,451	190
<i>President Grant (U.S.M.)</i>	496,507	—	<i>Prinz Friedrich Wilhelm (C.P.)</i>	190,441-443	451
<i>President Grant (A.P.L.)</i>	515,523	—	<i>Prinz Heinrich</i> .....	173	—
<i>President Harding</i> .....	508-511	515	<i>Prinz Oskar</i> .....	121,122	133
<i>President Harrison</i> .....	521,522	522	<i>Prinz Regent Luitpold</i> .....	173	187
<i>President Hayes (I) (D.)</i>	497,521	522	<i>Prinzess Alice</i> .....	176,496,497,514	189
<i>President Hayes (II) (A.P.L.)</i>	522	—	<i>Prinzess Irene</i>	174,176,178,496,497	188
<i>President Jackson</i> .....	522	—	<i>Prinzessin Victoria Luise</i> .....	119	132
<i>President Johnson</i> .....	395,521	523	<i>Priok</i> .....	359	—
<i>President Lincoln</i> .....	120-122,422	133	<i>Propeller</i> .....	161	165
<i>President Madison</i> .....	515,523	—	<i>Propontis (Gen.)</i> .....	82	—
<i>President Monroe (U.S.L.)</i>	496,508	—	<i>Propontis (War.)</i> .....	226,322	230
<i>President Monroe (I) (D.)</i>	515,521	523	<i>Protea</i> .....	516,543,544	543
<i>President Monroe (II) (A.P.L.)</i>	522	523			
<i>President Pierce</i> .....	508	515			
<i>President Polk (U.S.L.)</i> .....	508	515			
<i>President Polk (I) (D.)</i> .....	515,522	523			
<i>President Polk (II) (A.P.L.)</i>	522	523			
<i>President Roosevelt</i> .....	508-511	515			



	Text page	Fleet List page		Text page	Fleet List page
<i>Proteus</i> .....	234	—	<i>Rei de Portugal</i> .....	423	—
<i>Provence II</i> .....	213,220	—	<i>Reina Maria Cristina</i> .....	428,430	432
<i>Providence</i> .....	384	386	<i>Reina Victoria Eugenia</i> .....	429,430	432
<i>Provincia</i> .....	382,383	—	<i>Reliance</i> (Hapag.) .....	124,125,503	135
<i>Provincia di Sao Paolo</i> .....	128	—	<i>Reliance</i> (U.A.L.) .....	123,124,135, 502,503	503
<i>Prussia</i> .....	117,118,246,251	130	<i>Republic</i> (Inm.) .....	—	71
<i>Prussian</i> .....	86	98	<i>Republic</i> (I) (W.S.) .....	254,255,296, 303,434,435	266
<i>Prygona</i> .....	103,418,448	—	<i>Republic</i> (II) (W.S.) .....	252,259-261, 268,456,457	268
<i>Puerto Rico</i> (C.T.E.) .....	427	—	<i>Republic</i> (U.S.L.) .....	133,509,510	516
<i>Puerto Rico</i> .....	544	—	<i>Resolute</i> (Hapag.) .....	124,125,503	135
<i>Pulaski</i> .....	461,500,526,527	527	<i>Resolute</i> (U.A.L.) .....	123,124,135, 502,503	503
<i>Pulawski</i> .....	498	—	<i>Ressel</i> .....	302	—
<i>Pytheas</i> .....	132	—	<i>Rex</i> (N.G.I.) .....	378,379,463,531,532, 534	382
<i>Pythia</i> .....	—	348	<i>Rex</i> (Ita.) .....	180,382,463,532	534
<i>Quaker City</i> (Col.) .....	56	58	<i>Rey Alfonso</i> .....	415,447	—
<i>Quaker City</i> (N.Y.B.) .....	58,240	—	<i>Rhaetia</i> (I) .....	114,115	129
<i>Quebec</i> (C.G.T.) .....	212	—	<i>Rhaetia</i> (II) .....	122,493	133
<i>Quebec</i> (Dom.) .....	69,244	250	<i>Rhein</i> (Hapag.) .....	111	—
<i>Queen Elizabeth</i> .....	30-32	47	<i>Rhein</i> (I) (N.D.L.) .....	168	182
<i>Queen Frederica</i> .....	541,542,548	548	<i>Rhein</i> (II) (N.D.L.) .....	174,178,496, 514	188
<i>Queen Margaret</i> .....	279,280	281	<i>Rhenania</i> (I) .....	114,219	—
<i>Queen Mary</i> .....	29-32,34,180,215, 216,290,447	46	<i>Rhenania</i> (II) .....	—	133
<i>Queen of Bermuda</i> .....	355,356	—	<i>Rhode Island</i> .....	229	—
<i>Queen of the South</i> .....	81,159	159	<i>Rhyna</i> .....	291,317	—
<i>Queens</i> .....	489,490	—	<i>Rhynland</i> (R.S.) .....	285,286,310,312, 317	291
<i>Rabat</i> .....	428	—	<i>Rhynland</i> (Am.) .....	286,291,310,312	317
<i>Radnik</i> .....	538	—	<i>Rialto</i> .....	322	325
<i>Raffaele Rubattino</i> .....	374	—	<i>Richmond Hill</i> (All.) .....	—	101
<i>Raglan Castle</i> .....	348	—	<i>Richmond Hill</i> (T.S.) .....	101,399,405	400
<i>Ramleh</i> .....	409,410	415	<i>Richmond Hill</i> (W.H.) .....	400,405	—
<i>Ramon Alonso R.</i> .....	416	—	<i>Riga</i> .....	131	—
<i>Rancagua</i> .....	326	—	<i>Rijndam</i> .....	297-299,484	304
<i>Rangoon</i> .....	198,199	—	<i>Rimouski</i> .....	248,249	—
<i>Rapido</i> .....	118,130,429	—	<i>Rimutaka</i> .....	542,543	—
<i>Ravenna</i> .....	470	—	<i>Rio de Janeiro</i> .....	434	—
<i>Re d'Italia</i> .....	462,463	463	<i>Rio Negro</i> .....	37	—
<i>Re Vittorio</i> .....	375	—	<i>Riojano</i> .....	232	—
<i>Red Cross</i> .....	133,497,514	—	<i>Rion</i> .....	459	—
<i>Redewater</i> .....	327	—	<i>Ripon City</i> .....	349	357
<i>Refuge</i> .....	515,523	—	<i>Rising Star</i> .....	241	—
<i>Regina</i> .....	127,250	—	<i>Riversdale</i> .....	273	—
<i>Regina</i> (Dom.) .....	248,249,264,289, 293,305,313,531	252	<i>Rochambeau</i> .....	212-214,216	221
<i>Regina</i> (W.S.) .....	293	270	<i>Rochester</i> .....	361,362	363
<i>Regina</i> (Am.) .....	313	—	<i>Roland</i> .....	172,174	187
<i>Regina</i> .....	417,448	—	<i>Roma</i> (N.G.I.) .....	377,378,531,533	382
<i>Regina d'Italia</i> .....	462,463	464	<i>Roma</i> (Fab.) .....	384	386
<i>Regina Elena</i> (N.G.I.) .....	375,377	—	<i>Roma</i> (Ita.) .....	382,531,532	533
<i>Regina Elena</i> .....	455	—	<i>Roma</i> (F.L.) .....	546	546
<i>Regina Margherita</i> .....	374	—	<i>Roman</i> .....	228	232
			<i>Romania</i> .....	457	—

	Text page	Fleet List page		Text page	Fleet List page
<i>Romanic</i>	94,103,252,259,261,450	267	<i>Sachsen</i>	171	—
<i>Romano</i>	322	325	<i>Sachsenwald</i>	126	—
<i>Romanul</i>	271	—	<i>Sacramento</i>	132	—
<i>Romeu</i>	494	494	<i>Sagamore</i>	228,229	232
<i>Roon</i>	176	189	<i>Saguache</i>	525	—
<i>Roquelle</i>	406	—	<i>St. Andrew</i>	85,87,93	97
<i>Rosa Mary</i>	302	—	<i>St. David</i>	86,87	98
<i>Rosandra</i>	519	520	<i>St. George</i>	85	97
<i>Rosarian</i>	89	100	<i>Saint Germain</i>	128,210,211	219
<i>Rosario</i>	322	—	<i>St. John City (I)</i>	352,354	358
<i>Rossija (R.V.F.)</i>	128,458	—	<i>St. John City (II)</i>	354	359
<i>Rossija</i>	460,461,499,500	—	<i>Saint Laurent (I)</i>	208,210,211	219
<i>Rotterdam (P.R.)</i>	283,294,302	—	<i>Saint Laurent (II)</i>	212	—
<i>Rotterdam (I) (H.A.)</i>	294,295	302	<i>St. Lawrence (I) (B.C.)</i>	223	225
<i>Rotterdam (II) (H.A.)</i>	296,315	303	<i>St. Lawrence (II) (Tem.)</i>	224	225
<i>Rotterdam (III) (H.A.)</i>	296,297, 424,425,460,461	304	<i>St. Lawrence Victory</i>	538	—
<i>Rotterdam (IV) (H.A.)</i>	297-300	304	<i>St. Louis (N.Y.H.)</i>	60	61
<i>Rouen</i>	397	—	<i>St. Louis (Hapag.)</i>	124-126	135
<i>Roumanian</i>	400	101	<i>St. Louis (Dom.)</i>	243	249
<i>Roussillon</i>	190,213,214,216	221	<i>St. Louis (Am.)</i>	310-314	317
<i>Royal Edward</i>	24,477-479	478	<i>St. Olaf</i>	271	271
<i>Royal George (Cun.)</i>	24-26,478	43	<i>St. Patrick</i>	85,87,151	97
<i>Royal George (C.N.S.)</i>	24,43, 477-479	478	<i>St. Paul</i>	310,311,313,314	317
<i>Royal Sovereign</i>	477,479	—	<i>St. Petersburg</i>	226	—
<i>Royal Victoria</i>	5,7	—	<i>Saint Ronans (Fur.)</i>	353,399	358
<i>Royal William</i>	3,77	—	<i>Saint Ronans (T.S.)</i>	399	400
<i>Royal William (C.D.)</i>	4,11	11	<i>Saint Ronans (W.F.L.)</i>	420	—
<i>Ruahine</i>	432	—	<i>Saint Simon</i>	—	219
<i>Ruapehu</i>	329,411	330	<i>Sakariah</i>	97	—
<i>Rudolf</i>	129	—	<i>Salacia (I)</i>	343,344	347
<i>Rugia (I)</i>	114,383,385	129	<i>Salacia (II)</i>	346	—
<i>Rugia (II)</i>	122	133	<i>Salaverry</i>	132	—
<i>Runic</i>	256	—	<i>Salerno (I)</i>	322	325
<i>Russ</i>	185	—	<i>Salerno (II)</i>	325	—
<i>Russ</i>	460,461,499,500	—	<i>Salier</i>	170	185
<i>Russia (Cun.)</i>	17,18,285,291,310, 312	39	<i>Samaria (I)</i>	—	39
<i>Russia (Hapag.)</i>	116,428	130	<i>Samaria (II)</i>	26,28,31-34	44
<i>Russia (R.A.)</i>	460,499,500	461	<i>Samland</i>	287-289,395	292
<i>Russian</i>	335,336	—	<i>San Agustin</i>	428	—
<i>Russland</i>	285	290	<i>San Fernando</i>	43,469,479	—
<i>Ruthenia</i>	408,409,415	—	<i>San Gennaro (S.A.)</i>	466,487	467
<i>Ruthenia (C.P.)</i>	417,438,439	448	<i>San Gennaro (Tr.)</i>	377,381,466, 467,487	—
<i>Rydal Hall</i>	327	—	<i>San Giorgio (S.A.)</i>	381,466,487	467
<i>Ryndam</i>	301	306	<i>San Giorgio (Tr.)</i>	377,381,466, 467,487	—
<i>S. S. Lewis</i>	74	74	<i>San Giorgio (Ita.)</i>	533	—
<i>S. V. Luckenbach</i>	303,458	—	<i>San Giovanni (S.A.)</i>	381,466,487	467
<i>Saale</i>	171,174,175	185	<i>San Giovanni (Tr.)</i>	377,381,466, 467,487	—
<i>Sabaudia</i>	485,487	—	<i>San Giusto</i>	130,459,491	492
<i>Sabbia</i>	519	—	<i>San Guglielmo (S.A.)</i>	466,487	467
<i>Sabine</i>	415	—	<i>San Guglielmo (Tr.)</i>	466,467,487	—
<i>Sachem</i>	228-230,356,359	232	<i>San Ignacio de Loyola</i>	231,239	—
			<i>San Marcos</i>	294,302	—
			<i>San Paulo</i>	380,470	—
			<i>Sandusky</i>	414	—



	Text page	Fleet List page		Text page	Fleet List page
<i>Sannio</i> .....	375,376,470,471	380	<i>Schiller</i> .....	319	320
<i>Sansone</i> .....	290	—	<i>Schleswig</i> .....	176	189
<i>Sant' Anna</i> .....	384	386	<i>Schleswig-Holstein</i> .....	529	—
<i>Santa Barbara</i> .....	130,428	—	<i>Scindia</i> .....	146	156
<i>Santa Cruz</i> .....	395,523,533	—	<i>Scot</i> .....	119,133,430,432	—
<i>Santa Rosa</i> .....	503	—	<i>Scotia (Cun.)</i> .....	17,18,63	38
<i>Santander</i> .....	427	—	<i>Scotia (I) (Anc.)</i> .....	140,141	—
<i>Santareense</i> .....	303	—	<i>Scotia (II) (Anc.)</i> .....	146	155
<i>Santiago</i> .....	186	—	<i>Scotia (Fab.)</i> .....	383	385
<i>Santiago (Wil.)</i> .....	323	325	<i>Scotian (All.)</i> .....	94,95,304,450	103
<i>Santiago (C.T.E.)</i> .....	469	—	<i>Scotian (W.F.L.)</i> .....	133,421,516	422
<i>Santiago de Cuba</i> .....	241	—	<i>Scotian (C.P.)</i> .....	103,440-442	450
<i>Santo Domingo</i> .....	427	—	<i>Scotland</i> .....	108	—
<i>São Vicente</i> .....	500	500	<i>Scotland (Nat.)</i> .....	202	206
<i>Saragossa</i> .....	—	40	<i>Scotland (Tem.)</i> .....	223,224	225
<i>Sarah Sands</i> .....	50,53,78	50	<i>Scotsman</i> .....	228,246	251
<i>Sarah Sands (C.S.N.)</i> .....	50,78	79	<i>Scotstoun</i> .....	150,157	—
<i>Saratov</i> .....	459	459	<i>Scythia (I)</i> .....	18-20	40
<i>Sardegna</i> .....	191	—	<i>Scythia (II)</i> .....	26,28,31-34	44
<i>Sardegna</i> .....	375	380	<i>Sea Queen</i> .....	223	—
<i>Sardinian (Inm.)</i> .....	—	71	<i>Seagull</i> .....	475	—
<i>Sardinian (All.)</i> 71,87,89,90,94,95, 440,449	99	99	<i>Sebastiano Caboto</i> .....	533	—
<i>Sardinian (C.P.)</i> .....	99,440	449	<i>Sebastopol</i> .....	109,110	—
<i>Sarmatian</i> .....	87,89,94	99	<i>Sedgwick</i> .....	70,316	—
<i>Sarnia (Dom.)</i> 245,246,352,358	251	251	<i>Selamet</i> .....	68	—
<i>Sarnia (Fur.)</i> .....	251,352	358	<i>Sempione</i> .....	375	380
<i>Sarvistan</i> .....	187	—	<i>Servia</i> .....	20,21,238	40
<i>Satrustegui</i> .....	431	—	<i>Servia</i> .....	46	—
<i>Saturnia (Cun.)</i> .....	27,345	44	<i>Servian</i> .....	133,421	422
<i>Saturnia (Don.)</i> 27,44,148,344,345	348	348	<i>Seven Seas</i> .....	549	549
<i>Saturnia (Cos.)</i> 378,491,492,532, 534	492	492	<i>Severn</i> .....	223,224	225
<i>Saturnia (Ita.)</i> .....	492,532,533	534	<i>Seydlitz</i> .....	176,178	189
<i>Savannah</i> .....	1,3,48,49	2	<i>Shannon</i> .....	227,231	—
<i>Savoia</i> .....	434,435	—	<i>Sharki</i> .....	200	—
<i>Saxon</i> .....	96	—	<i>Shelby</i> .....	489,490	—
<i>Saxon King</i> .....	362	364	<i>Sheridan</i> .....	393	—
<i>Saxon Monarch</i> .....	368	—	<i>Sherman</i> .....	393,415	—
<i>Saxonia (I) (Cun.)</i> .....	21,24-26	41	<i>Shikotan Maru</i> .....	39	—
<i>Saxonia (II) (Cun.)</i> .....	34	47	<i>Shinzan Maru</i> .....	417,448	—
<i>Saxonia (Hapag.)</i> 85,112-114,458	127	127	<i>Siam</i> .....	184	—
<i>Scandia</i> .....	116	130	<i>Sibajak</i> .....	302	306
<i>Scandinavia</i> .....	139-141,143	152	<i>Siberia (Cun.)</i> .....	—	39
<i>Scandinavian (I) (All.)</i> .....	86	99	<i>Siberia (A.T.L.)</i> .....	391	395
<i>Scandinavian (II) (All.)</i> 94,95,252, 267,450	103	103	<i>Siberia Maru</i> .....	395	—
<i>Scandinavian (C.P.)</i> 103,440-442	450	450	<i>Siberian</i> .....	89-91	100
<i>Scanmail</i> .....	525	525	<i>Sibirien</i> .....	363	—
<i>Scanpenn</i> .....	525	525	<i>Siboney</i> .....	493	493
<i>Scanstates</i> .....	525	525	<i>Sicania (S.A.)</i> .....	466,487	—
<i>Scanyork</i> .....	525	525	<i>Sicania (Tr.)</i> .....	487	—
<i>Scharnhorst</i> .....	176,213,221	189	<i>Sicilia</i> .....	81	—
<i>Scheldepas</i> .....	326	—	<i>Sicilia</i> .....	249	—
<i>Schenectady</i> .....	525	—	<i>Sicilia (N.G.I.)</i> .....	375	380
<i>Schiedam (I)</i> .....	294-296	302	<i>Sicilia (S.A.)</i> .....	465	—
<i>Schiedam (II)</i> .....	305	—	<i>Sicilian (All.)</i> .....	92-95,449	102
			<i>Sicilian (C.P.)</i> .....	102,440-442	449
			<i>Sicilian Prince</i> .....	422	423
			<i>Sidon</i> .....	—	38

	Text page	Fleet List page		Text page	Fleet List page
<i>Sidonian</i> .....	140	153	<i>Stad Amsterdam</i> .....	219,369	370
<i>Siena (L.V.)</i> .....	435,470	—	<i>Stad Haarlem</i> .....	219,369	370
<i>Siena (It.)</i> .....	435,470	—	<i>Stampalia</i> .....	435	435
<i>Sierra</i> .....	498	—	<i>State of Alabama (All.)</i> .....	90,281	101
<i>Sierra Nevada</i> .....	178	191	<i>State of Alabama (Sta.)</i> .....	90,101, 279,280	281
<i>Sierra Ventana</i> .....	178	191	<i>State of California (All.)</i> .....	90,91, 146,156,281	101
<i>Sikh</i> .....	455	—	<i>State of California (Anc.)</i> .....	146	156
<i>Silesia</i> .....	113,115,116,135	128	<i>State of California (Sta.)</i> .....	90,101, 280	281
<i>Silverbriar</i> .....	34	—	<i>State of Florida</i> .....	279,280	281
<i>Silverplane</i> .....	34	—	<i>State of Georgia (All.)</i> .....	90,281	101
<i>Silvertown</i> .....	361,363	—	<i>State of Georgia (Sta.)</i> .....	90,101	281
<i>Silvia</i> .....	357	—	<i>State of Indiana (All.)</i> .....	90,281	101
<i>Sinaia</i> .....	384,385	386	<i>State of Indiana (Sta.)</i> .....	90,101,279	281
<i>Sir Francis</i> .....	227	231	<i>State of Louisiana</i> .....	279	280
<i>Sirio</i> .....	374	—	<i>State of Minnesota</i> .....	279	280
<i>Sirius (B. &amp; A.)</i> .....	4-6,8,9	7	<i>State of Nebraska (All.)</i> .....	90,91,281	101
<i>Sirius</i> .....	152	—	<i>State of Nebraska (Sta.)</i> .....	90,101, 280	281
<i>Slavonia (Cun.)</i> .....	22,23	41	<i>State of Nevada (All.)</i> .....	90,281	101
<i>Slavonia (Hapag.)</i> .....	115	129	<i>State of Nevada (Sta.)</i> .....	90,101,279	281
<i>Sloterdijk</i> .....	297	—	<i>State of Pennsylvania (All.)</i> .....	90,280	101
<i>Slovenija</i> .....	538	—	<i>State of Pennsylvania (Sta.)</i> .....	90, 101	280
<i>Smolensk</i> .....	459	459	<i>State of Virginia</i> .....	279	281
<i>Sobieski</i> .....	527	528	<i>Statendam (I)</i> .....	94,103,296,298,450	304
<i>Sobraon</i> .....	407-409	414	<i>Statendam (II)</i> .....	262,269,298,299	304
<i>Socrates</i> .....	503	—	<i>Statendam (III)</i> .....	299,300	305
<i>Soestdijk</i> .....	297	—	<i>Stavangerfjord</i> .....	481,482	482
<i>Sofia</i> .....	455	—	<i>Steadfast</i> .....	528	—
<i>Sofia Hohenberg</i> .....	453	455	<i>Steinmann</i> .....	277	278
<i>Solglimit</i> .....	304,486	—	<i>Stella (R.N.)</i> .....	370	370
<i>Solis</i> .....	231,239,365	—	<i>Stella (N.L.T.)</i> .....	519	—
<i>Solunto</i> .....	339	340	<i>Steuben</i> .....	191	—
<i>Somerset (B. &amp; L.)</i> .....	233	234	<i>Stirling Castle</i> .....	434,435	—
<i>Somerset (G.W.S.)</i> .....	272	274	<i>Stockholm (I) (Swe.)</i> .....	304,484,485	486
<i>Somme</i> .....	517	—	<i>Stockholm (II) (Swe.)</i> .....	485	486
<i>Sontay</i> .....	134	—	<i>Stockholm (III) (Swe.)</i> .....	485	487
<i>Soogoodlee</i> .....	274	—	<i>Stockholm (IV) (Swe.)</i> .....	485,486, 537,549	487
<i>Sorrento</i> .....	322	325	<i>Stockholm (D.A.)</i> .....	486,549	—
<i>South Carolina</i> .....	76	—	<i>Stockholm City</i> .....	350	357
<i>South Tyne</i> .....	327	—	<i>Storm King</i> .....	362	364
<i>Southland</i> .....	248,262,288,292	269	<i>Storstad</i> .....	439,449	—
<i>Southwark (Inm.)</i> .....	310	71	<i>Strassburg</i> .....	170	184
<i>Southwark (Dom.)</i> .....	247,248,287, 292,312,316	252	<i>Strathairly</i> .....	342	—
<i>Southwark (R.S.)</i> .....	247,286,287,310, 316	292	<i>Stratheden</i> .....	34	47
<i>Southwark (Am.)</i> .....	71,252,286,292, 310,312	316	<i>Strathfillan</i> .....	416	—
<i>Sovetsky Sojus</i> .....	134	—	<i>Strathnairn</i> .....	416	—
<i>Spaarndam (I)</i> .....	266,296	303	<i>Strathtay</i> .....	341	—
<i>Spaarndam (II)</i> .....	299,301	305	<i>Strathtay (I) (Tho.)</i> .....	475	—
<i>Spain (Inm.)</i> .....	—	71	<i>Strathtay (II) (Tho.)</i> .....	475	—
<i>Spain (Nat.)</i> .....	203-205	207	<i>Stuttgart (I)</i> .....	171,174	186
<i>Spartan Prince</i> .....	353,422	423	<i>Stuttgart (II)</i> .....	179,180	191
<i>Sparviero</i> .....	382,534	—	<i>Stuyvesant</i> .....	370	—
<i>Spree</i> .....	172,174	186			
<i>Spreewald</i> .....	126	—			
<i>Srbija</i> .....	538	538			



	Text page	Fleet List page		Text page	Fleet List page
<i>Styria</i> .....	302	—	<i>Tennyson</i> .....	359	—
<i>Success</i> .....	278	—	<i>Terek</i> .....	130	—
<i>Sud America (I)</i> .....	433,434	—	<i>Teutonia (Hapag.)</i> .....	112-114,135,	127
<i>Sud America (II)</i> .....	128	—		244,250	
<i>Sueh</i> .....	467	—	<i>Teutonia (Dom.)</i> .....	114,127,244	250
<i>Suevia</i> .....	113,115	128	<i>Teutonic</i> .....	248,256,257,259,261	267
<i>Suffolk</i> .....	387	—	<i>Texas (C.G.T.)</i> .....	212	—
<i>Suffren (C.G.T.)</i> .....	132,216	221	<i>Texas (Dom.)</i> .....	243,244,246	250
<i>Suffren</i> .....	222	—	<i>Texas (I) (S.A.L.)</i> .....	424	—
<i>Sultan</i> .....	127	—	<i>Texas (II) (S.A.L.)</i> .....	425	—
<i>Sumatra (Cun.)</i> .....	39	—	<i>Thames (I) (B.C.)</i> .....	223	225
<i>Sumatra (A.R.)</i> .....	361,362	363	<i>Thames (II) (Tem.)</i> .....	223,224	225
<i>Sumner</i> .....	129	—	<i>Thanemore</i> .....	70	—
<i>Supply</i> .....	315	—	<i>The Milford Haven</i> .....	159	—
<i>Surrey (R.N.)</i> .....	370,387	—	<i>The Queen</i> .....	202,203,205	206
<i>Surrey (A.T.L.)</i> .....	370,387	—	<i>The Southerner</i> .....	198,230	—
<i>Surriento</i> .....	546	—	<i>The Three Brothers</i> .....	105,144	—
<i>Susquehanna (U.S.M.)</i> .....	188,495,	496	<i>Themistocles (Hel.)</i> .....	465,471,472,	—
	507,514			474	
<i>Susquehanna (U.S.L.)</i> .....	188,496,	514	<i>Themistocles (N.S.N.)</i> .....	465,471-473	474
	507,508		<i>Theodor</i> .....	38	—
<i>Sussex</i> .....	387	—	<i>Thessaloniki</i> .....	472	474
<i>Sveaborg</i> .....	131	—	<i>Thingvalla (Thi.)</i> .....	366,367,423-425	367
<i>Sweden</i> .....	86	99	<i>Thingvalla (S.A.L.)</i> .....	367,423,424	425
<i>Switzerland</i> .....	284-287	290	<i>Thomas</i> .....	130,393	—
<i>Sydney</i> .....	15	—	<i>Thorwaldsen</i> .....	275,276	276
<i>Sydney (F.L.)</i> .....	546	546	<i>Thuringia (I)</i> .....	113,114,458	128
<i>Sylvania (I)</i> .....	21	—	<i>Thuringia (II)</i> .....	123,124,502	134
<i>Sylvania (II)</i> .....	550	—	<i>Tiber</i> .....	227,231	—
<i>Syria</i> .....	383	—	<i>Tiempo</i> .....	37	—
			<i>Tiger</i> .....	318	—
<i>Tacoma</i> .....	39	—	<i>Timavo</i> .....	519	520
<i>Tagus</i> .....	227,231	—	<i>Tirimujghian</i> .....	186	—
<i>Tagus</i> .....	395,523	—	<i>Tirpitz</i> .....	442,451	—
<i>Taide</i> .....	467	—	<i>Titania</i> .....	342	347
<i>Taihoku Maru</i> .....	359	—	<i>Titanic</i> .....	41,100,261,268,313	269
<i>Tainui</i> .....	147,156,428	102	<i>Toledo</i> .....	157	—
<i>Taiseiyo Maru</i> .....	41	—	<i>Tomaso di Savoia</i> .....	462	464
<i>Talavera</i> .....	414	—	<i>Tongariro</i> .....	328,411	330
<i>Tampican</i> .....	334	—	<i>Tonquin</i> .....	70	—
<i>Taormina (N.G.I.)</i> .....	377,457	381	<i>Torino</i> .....	76	—
<i>Taormina (L.I.)</i> .....	377,381,456,457,	457	<i>Toronto (Inm.)</i> .....	—	71
	470,471		<i>Toronto (Dom.)</i> .....	245,246	250
<i>Taormina (It.)</i> .....	381,456,457,470	471	<i>Toronto (Wil.)</i> .....	323,324	326
<i>Taos Victory</i> .....	346,348	—	<i>Tortona</i> .....	42,476	477
<i>Tara</i> .....	432	—	<i>Tosa Maru</i> .....	417	—
<i>Tarifa</i> .....	—	38	<i>Toscana (It.)</i> .....	470,487	—
<i>Tarsus</i> .....	489,490	—	<i>Toscana (Tr.)</i> .....	487	—
<i>Tartar Prince</i> .....	353,422	423	<i>Tours</i> .....	517	—
<i>Taroba</i> .....	431	—	<i>Tower Hill (All.)</i> .....	—	101
<i>Tauric</i> .....	256,259	—	<i>Tower Hill (Nat.)</i> .....	204	—
<i>Taurus</i> .....	15	36	<i>Tower Hill (T.S.)</i> .....	101,398,399,405	400
<i>Tebe</i> .....	379	—	<i>Tower Hill (W.H.)</i> .....	400,405,420	—
<i>Tempest</i> .....	80,137,138	151	<i>Tower Hill (W.F.L.)</i> .....	405,420	—
<i>Tenedos</i> .....	129	—	<i>Transbalt</i> .....	131	—
			<i>Transylvania (Cun.)</i> .....	24,148,157	43
			<i>Transylvania (I) (Anc.)</i> .....	24,43,148	157

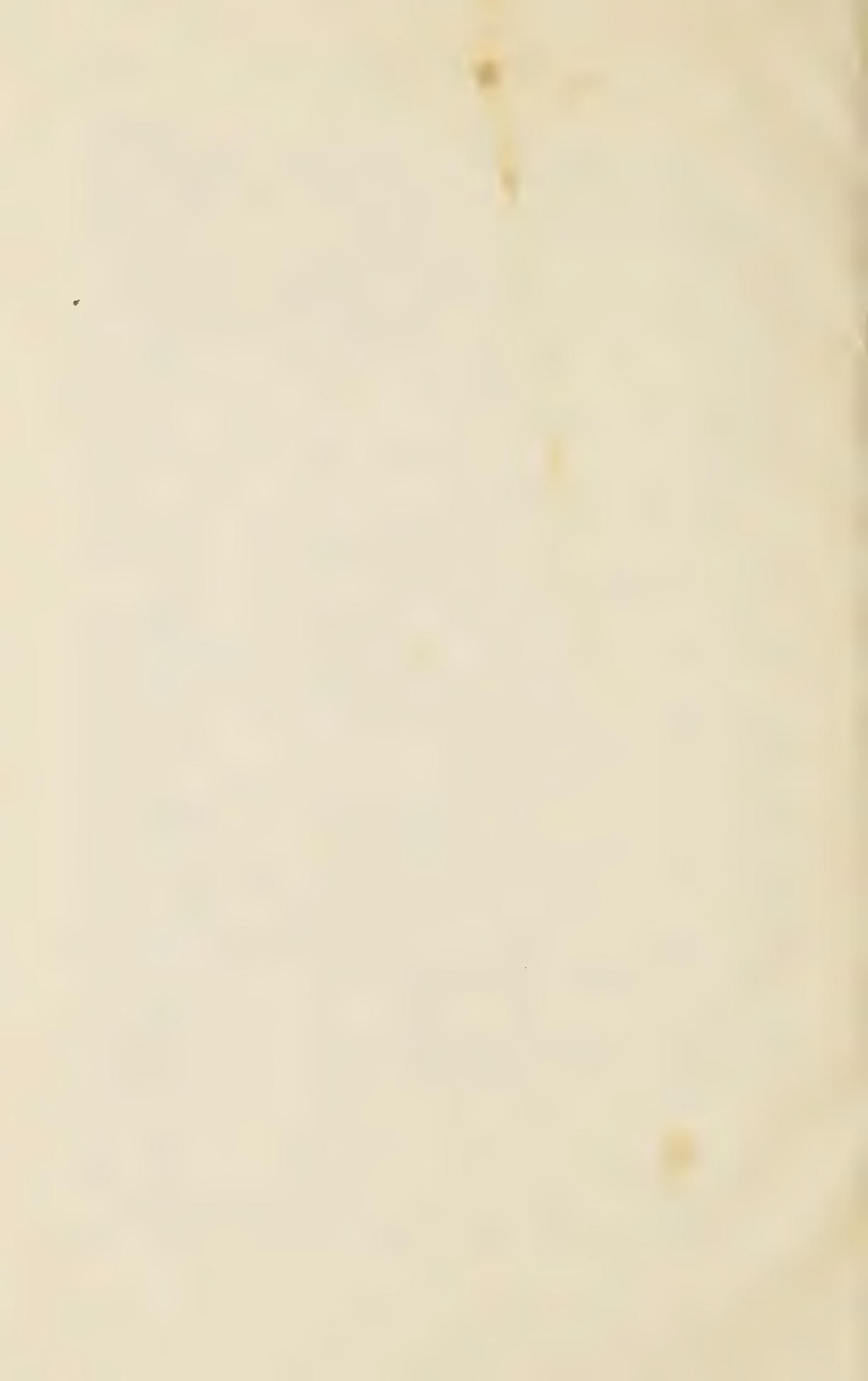
	Text page	Fleet List page		Text page	Fleet List page
<i>Transylvania</i> (II) (Anc.)	149,150	157	<i>Union</i> (N.D.L.)	168,169	182
<i>Tras-os-Montes</i>	190	—	<i>Union</i> (U.S.K.)	235	—
<i>Trave</i>	171,174	185	<i>United Kingdom</i> (Anc.)	137-139	151
<i>Trent</i>	194	—	<i>United Kingdom</i> (U.S.K.)	235	—
<i>Trent</i> (War.)	227,231	—	<i>United Provinces</i>	137	151
<i>Treti Krabolov</i>	417,448	—	<i>United Service</i>	160	160
<i>Trinacria</i> (Anc.)	140,143,144	153	<i>United States</i> (T.S.S.)	12	12
<i>Trinacria</i>	207	—	<i>United States</i>	53,79,161,165	54
<i>Trinidad</i>	19	—	<i>United States</i> (Anc.)	138	151
<i>Tripoli</i>	19	38	<i>United States</i> (U.S.K.)	235	—
<i>Triton</i>	327	—	<i>United States</i> (S.A.L.)	424,425	425
<i>Tritonia</i>	343,345	347	<i>United States</i> (U.S.L.)	30,180,513, 514	518
<i>Trojan</i> (Anc.)	141,143	152	<i>United Victory</i>	539	—
<i>Trojan</i>	412,417	—	<i>Upholder</i>	464	—
<i>Trojan Prince</i>	353,422	423	<i>Ural</i>	186	—
<i>Tromp</i>	330,331	—	<i>Uranium</i> (N.W.T.)	43,469,478,479	—
<i>Tromgate</i>	153	—	<i>Uranium</i> (Ura.)	43,469,478,479	479
<i>Tropic</i> (I)	254,255	—	<i>Uruguay</i> (S.A.L.)	425	—
<i>Tropic</i> (II)	259,335	—	<i>Uruguay</i> (C.T.E.)	430	432
<i>Tubantia</i>	501,502	—	<i>Uruguay</i>	525	—
<i>Tungue</i>	189	—	<i>Utah</i>	237	239
<i>Tunisian</i> (All.)	92,93,95,449	102	<i>Utopia</i>	142,143,145,146	154
<i>Tunisian</i> (C.P.)	102,440-442	449			
<i>Turanian</i>	400	101			
<i>Turkistan</i>	303	—	<i>Vaderland</i> (W.S.)	248,262,288, 292	269
<i>Tuscania</i> (I) (Cun.)	24,148,156	43	<i>Vaderland</i> (I) (R.S.)	284,285	290
<i>Tuscania</i> (II) (Cun.)	28,149,157	46	<i>Vaderland</i> (II) (R.S.)	248,262,269, 287,288,312,317	292
<i>Tuscania</i> (I) (Anc.)	24,28,43,148	156	<i>Vaderland</i> (Am.)	—	317
<i>Tuscania</i> (II) (Anc.)	46,149,150, 535,536	157	<i>Valparaiso</i>	82	—
<i>Tweed</i>	223	—	<i>Valparaiso</i>	186	—
<i>Tynedale</i>	352	—	<i>Van Rensselaer</i>	370	—
<i>Tynehead</i>	352	—	<i>Vancouver</i> (Inm.)	—	71
<i>Tyrian</i>	140,145	153	<i>Vancouver</i> (I) (Dom.)	67,70,245	251
<i>Tyrolia</i>	103,418,438,439	448	<i>Vancouver</i> (II) (Dom.)	245-248, 328,329	251
<i>Tyrrhenia</i>	27,149	45	<i>Vandalia</i>	113,115	128
			<i>Vanderbilt</i>	104,105,144	105
<i>Uarda</i>	132	—	<i>Vandyck</i>	504	—
<i>Ugolino Vivaldi</i>	533	—	<i>Vasari</i>	—	44
<i>Ullapool</i>	363	—	<i>Vasco da Gama</i>	136	—
<i>Ulloa</i>	52,53	—	<i>Vasco Nuñez de Balboa</i>	133,430	432
<i>Ultonia</i>	21,24	41	<i>Vasilefs Constantinios</i>	472-474	—
<i>Ulster</i>	162,163,166	—	<i>Vasilissa Sophia</i>	472	474
<i>Ulunda</i> (Fur.)	351,354,402,418,419	358	<i>Vaterland</i> (I)	121,122,508,515	134
<i>Ulunda</i> (H.S.N.)	350,358,401,402	—	<i>Vaterland</i> (II)	126	135
<i>Ulunda</i> (C. & N.)	343,352,354, 358,402,418	—	<i>Vauban</i> (Cun.)	504	44
<i>Umbria</i> (Cun.)	20,21,23,39,256	40	<i>Vauban</i> (R.M.)	504	—
<i>Umbria</i> (N.G.I.)	375,376,434	380	<i>Vedic</i>	249,262,263	269
<i>Umbria</i> (L.V.)	380,434,470	—	<i>Veendam</i> (I)	266,296	303
<i>Umbria</i> (It.)	434	—	<i>Veendam</i> (II)	299-301	305
<i>Umzinto</i>	415	—	<i>Vega</i>	402	403
<i>Unicorn</i>	13	—	<i>Veliki Kniaz Alexander Michaelovitch</i>	415	—
<i>Union</i> (H. & D.)	52	53			
<i>Union</i> (N.Y.H.)	60	61			



	Text page	Fleet List page		Text page	Fleet List page
<i>Venere</i> .....	291,317	—	<i>Vincenzo Florio</i> (Flo.)	339,340, 340	340
<i>Venetian</i> .....	333	—		360,373,379	
<i>Venezia</i> (Anc.) .....	139	—	<i>Vincenzo Florio</i> (M.N.Y.)	340,360	—
<i>Venezia</i> (Fab.) .....	384	386	<i>Vincenzo Florio</i> (N.G.I.)	340,374, 379	379
<i>Venezuela</i> (N.G.I.) .....	435	—		375	
<i>Venezuela</i> (S.A.L.) .....	425	—	<i>Vinuelas</i> .....	231,239	—
<i>Venezuela</i> (I) (L.V.) .....	434	—	<i>Virago</i> .....	322	324
<i>Venezuela</i> (II) (L.V.)	381,435,457	—	<i>Virginia</i> (G.) .....	197,201,206	197
<i>Venezuelan</i> .....	223	—	<i>Virginia</i> (B.A.S.) .....	198,201	—
<i>Verona</i> (N.G.I.)	376,377,470,471	381	<i>Virginia</i> (Nat.) .....	201,203,227	206
<i>Verona</i> (It.) .....	376,381,470	471	<i>Virginia</i> .....	156	—
<i>Versailles</i> .....	129	—	<i>Virginia</i> (Sta.) .....	279	281
<i>Vesta</i> .....	56,57	—	<i>Virginia</i> (L.I.) .....	456,483	457
<i>Vestris</i> (Cun.) .....	504	44	<i>Virginia de Churruca</i> .....	431	—
<i>Vestris</i> (R.M.) .....	504	—	<i>Virginian</i> (All.)	93,95,450,484,486, 542	103
<i>Viceroy</i> .....	58,72	—		333	—
<i>Vicksburg</i> .....	243,244	249	<i>Virginian</i> .....	394	—
<i>Victoria</i> .....	39	—	<i>Virginian</i> (W.F.L.) .....	420	—
<i>Victoria</i> (Anc.) .....	141,147	154	<i>Virginian</i> (C.P.)	103,440,442,484	450
<i>Victoria</i> (War.) .....	227,228,239	231	<i>Virginie</i> .....	212	—
<i>Victoria</i> (A.T.L.) .....	389,421	394	<i>Vittoria</i> .....	266,303,435	—
<i>Victoria</i> (W.F.L.)	269,292,389, 394,420,421	421	<i>Vittoria</i> (L.V.) .....	434	—
			<i>Vittoria Veneto</i> .....	435	—
<i>Victoria Luise</i> .....	119,122-124	132	<i>Vittorio Emanuele</i> .....	76	—
<i>Victorian</i> (All.) .....	93,95,449	103	<i>Volendam</i> .....	299,300,301	305
<i>Victorian</i> (W.S.) .....	259,335,336	267	<i>Voltaire</i> .....	504	—
<i>Victorian</i> (Ley.)	259,267,333-335	336	<i>Volturmo</i> (N.G.I.) .....	487	—
<i>Victorian</i> (C.P.) .....	103,440-442	449	<i>Volturmo</i> (N.Y.C.) .....	468,479	469
<i>Victorious</i> .....	529	—	<i>Volturmo</i> (N.W.T.) .....	469,479	—
<i>Vigo</i> (Inm.) .....	62,63,110	69	<i>Volturmo</i> (C.N.S.) .....	469,477,479	—
<i>Vigo</i> (C.F.A.) .....	69,79,109	110	<i>Volturmo</i> (Ura.)	42,462,469,477-479	479
<i>Viking</i> (L. & M.) .....	274	—	<i>Volturmo</i> (I) (Tr.) .....	487	—
<i>Viking</i> (K.) .....	224,364	364	<i>Volturmo</i> (II) (Tr.) .....	487	—
<i>Ville d'Anvers</i>	511,526,543,544	—	<i>Von Steuben</i> .....	189	—
<i>Ville d'Arlon</i> .....	517	—	<i>Vulcain</i> .....	130	—
<i>Ville d'Halifax</i> .....	398	—	<i>Vulcania</i> (Cos.)	378,491,532,534	493
<i>Ville de Bordeaux</i> .....	209	—	<i>Vulcania</i> (Ita.)	493,532,533	534
<i>Ville de Brest</i> .....	209	—			
<i>Ville de Bruges</i> .....	515	—			
<i>Ville de Ceara</i> .....	397,398	398			
<i>Ville de Gand</i> .....	517	—			
<i>Ville de Hasselt</i> .....	517	—	<i>W. A. Scholten</i> .....	294,296	302
<i>Ville de Liège</i> .....	516	—	<i>W. B. Flint</i> .....	436	—
<i>Ville de Maceio</i> .....	398	—	<i>Waesland</i> (R.S.)	39,285,286,310, 312,317	291
<i>Ville de Madrid</i> .....	219	—			
<i>Ville de Mons</i> .....	517	—	<i>Weasland</i> (Am.)	286,291,310,312	317
<i>Ville de Maranhão</i> .....	398	—	<i>Wakefield</i> .....	512,517	—
<i>Ville de Marseille</i> .....	210,370	219	<i>Waldensian</i> .....	87,88,90,93	97
<i>Ville de Montréal</i> .....	398	—	<i>War Hostage</i> .....	487	—
<i>Ville de Namur</i> .....	516	—	<i>War Viceroy</i> .....	487	—
<i>Ville de New York</i> .....	219	—	<i>Warren</i> .....	130	—
<i>Ville de Pará</i> .....	397,398	398	<i>Warszawa</i> .....	498	—
<i>Ville de Paris</i> .....	208,211	218	<i>Warwick</i> (G.W.S.) .....	273,343,347	274
<i>Ville de Quebec</i> .....	398	—	<i>Warwick</i> (Don.) .....	274,343,344	347
<i>Ville de Saint Nazaire</i> .....	209	—	<i>Washington</i> (Oce.) .....	51,79	52
<i>Ville de Victoria</i> .....	398	—	<i>Washington</i> (C.G.T.)	208,399	217
<i>Ville du Havre</i> .....	209	218	<i>Washington</i> (B.L.)	275,276,427	276

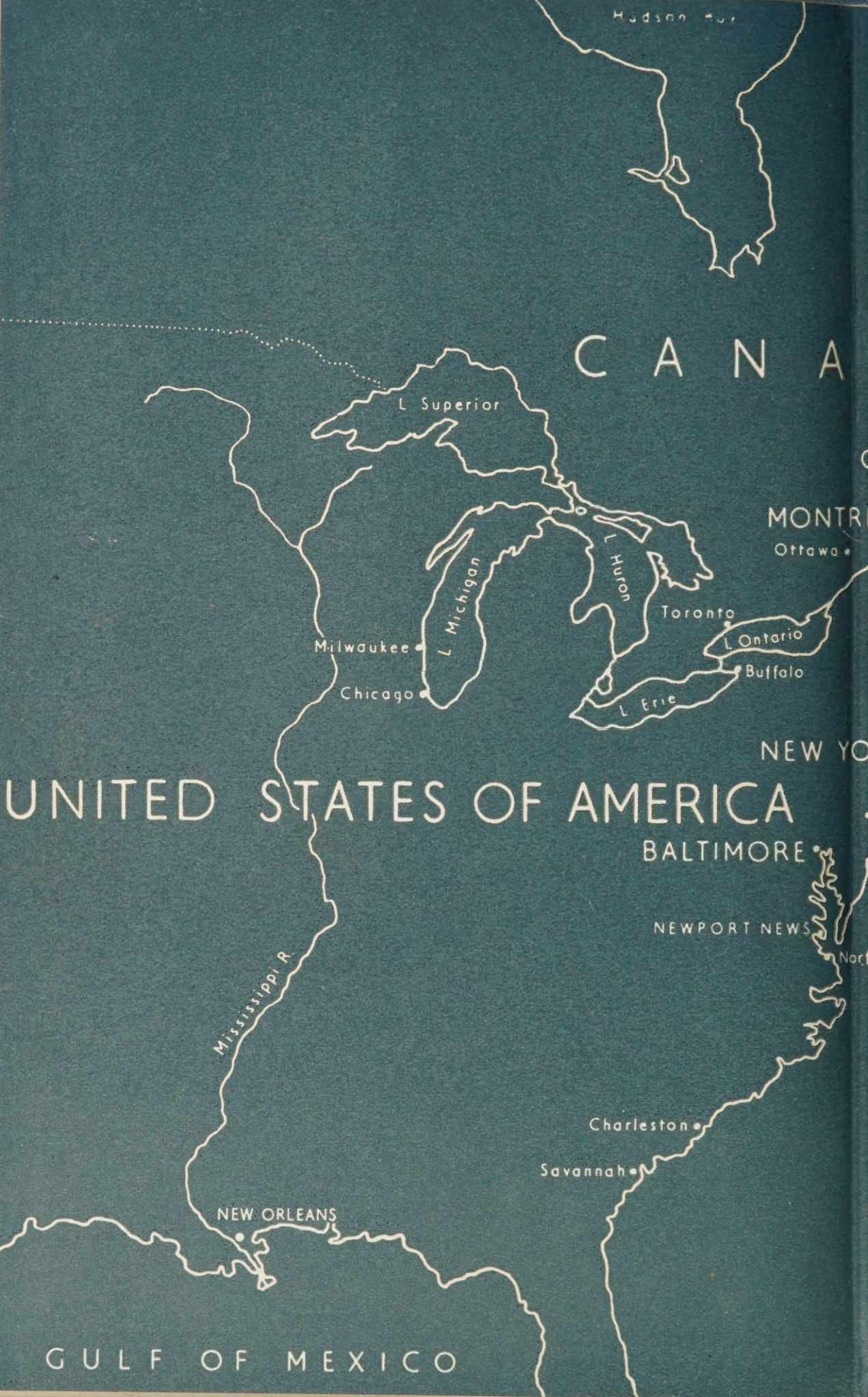
	Text page	Fleet List page		Text page	Fleet List page
<i>Washington</i> (Flo.)	339,340,360, 373,379	340	<i>Winifredian</i> (R.S.)	289,336,337	293
<i>Washington</i> (M.N.Y.)	340,360	—	<i>Winifredian</i> (Ley.)	289,293,334-336	337
<i>Washington</i> (N.G.I.)	340,374,375	379	<i>Wisconsin</i> .....	236-238	239
<i>Washington</i> (U.S.L.)	510-513	517	<i>Wittekind</i> .....	172,177	187
<i>Washington City</i> .....	351	358	<i>Wolfe</i> .....	451	—
<i>Wassau</i> .....	412,413	417	<i>Wolverine State</i> .....	522	—
<i>Waterman</i> .....	302	306	<i>Worcester</i> (B. & L.) .....	233	234
<i>Wayland</i> .....	45	—	<i>Worcester</i> (G.W.S.) .....	273	—
<i>Weimar</i> .....	171,174	186	<i>Württemberg</i> .....	123,501,502	134
<i>Werkendam</i> .....	296,316	303	<i>Würzburg</i> .....	500	—
<i>Werra</i> .....	171,172	185	<i>Wyandotte</i> .....	187	—
<i>Weser</i> (I) .....	168	182	<i>Wyoming</i> .....	236-238	239
<i>Weser</i> (II) .....	168	182			
<i>West Point</i> .....	511,518	—	<i>Xenia</i> .....	424	—
<i>Westerdam</i> .....	301	306			
<i>Western Metropolis</i> (N.A.L.)	234	—	<i>Yale</i> .....	311,316	—
<i>Western Metropolis</i> (N.Y.B.)	234, 240	241	<i>Yamata Maru</i> .....	483	—
<i>Westernland</i> (I) (R.S.)	285-287, 312,317	291	<i>Yamuna</i> .....	41	—
<i>Westernland</i> (II) (R.S.)	252,270, 289,290,300,530	293	<i>Yeddo</i> .....	322	—
<i>Westernland</i> (H.A.)	252,293,300, 301,530,531	305	<i>Yorck</i> .....	176,178	190
<i>Westernland</i> (Am.) .....	287,291,312	317	<i>Yorihime Maru</i> .....	184	—
<i>Westernland</i> (Ber.)	252,290,293, 300,530	531	<i>York City</i> .....	70,349-351	357
<i>Westminster</i> .....	198,230	—	<i>Yorkshire</i> .....	246,460,461	251
<i>Westphalia</i> (I)	113,115,116,135	128	<i>Yoshino Maru</i> .....	190	—
<i>Westphalia</i> (II) .....	123,124,502	134	<i>Ypiranga</i> .....	148,157	—
<i>Wetherby</i> (Don.) .....	342	—	<i>Ysabel Segunda</i> .....	3	—
<i>Wetherby</i> (Fur.)	342,349,351,362	357			
<i>Wetherby</i> (Pur.) .....	362	—	<i>Zaandam</i> (I) .....	295,296	302
<i>Whampoa</i> .....	380	—	<i>Zaandam</i> (II) .....	300,301	305
<i>Widdrington</i> .....	401	—	<i>Zagreb</i> .....	538	—
<i>Wieland</i> (Hapag.)	114,115,320,366	128	<i>Zealandic</i> .....	446	—
<i>Wieland</i> (Ad.) .....	114,128,319	320	<i>Zeeland</i> (W.S.)	248,261,262,287, 288,292	268
<i>Wilbo</i> .....	461,498	—	<i>Zeeland</i> (I) (R.S.) .....	38,231,285	291
<i>Willehad</i> .....	172,174,177	187	<i>Zeeland</i> (II) (R.S.)	248,261,262, 268,287-289,312,317,392,396	292
<i>William O'Swald</i> .....	135,501,503	—	<i>Zeeland</i> (Am.) .....	—	317
<i>William P. Biddle</i> .....	529	—	<i>Zeppelin</i> .....	177,179,191	—
<i>William Penn</i>	86,98,199,320,400	200	<i>Zieten</i> .....	176	189
<i>Willochra</i> .....	233	—	<i>Zion</i> .....	545	545
<i>Winchester</i> .....	37	—	<i>Zuiderdam</i> .....	301	305
<i>Wineland</i> .....	129,373	—	<i>Zuiderkruis</i> .....	301	306
<i>Winifreda</i> (A.T.L.) .....	389,421,422	394			
<i>Winifreda</i> (W.F.L.)	389,394,421	422			











Hudson River

CANADA

L. Superior

MONTREAL

Ottawa

Toronto

L. Ontario

Buffalo

L. Erie

NEW YORK

UNITED STATES OF AMERICA

BALTIMORE

NEWPORT NEWS

North

Charleston

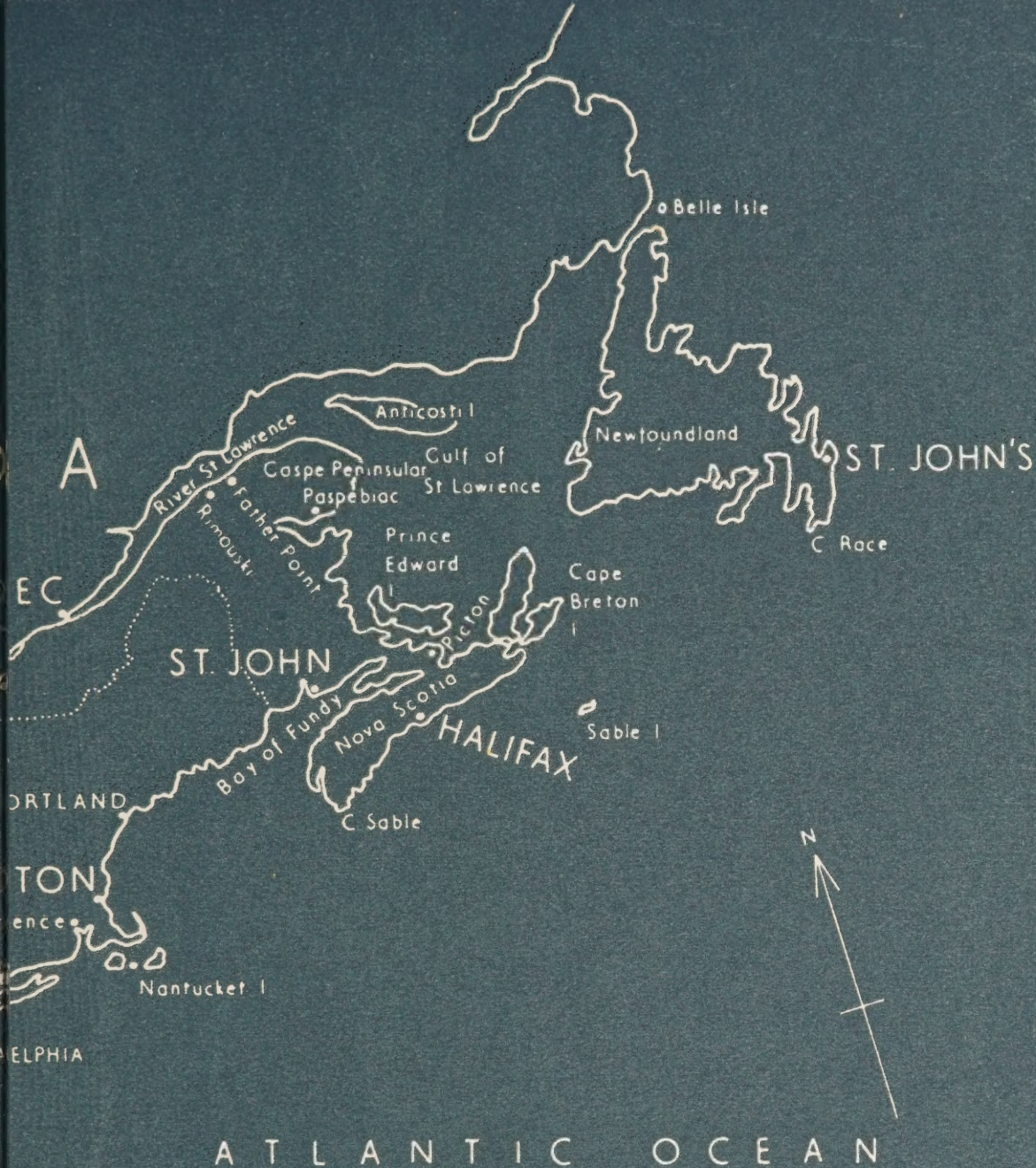
Savannah

NEW ORLEANS

Mississippi R.

GULF OF MEXICO





# THE EASTERN SEABOARD OF NORTH AMERICA



